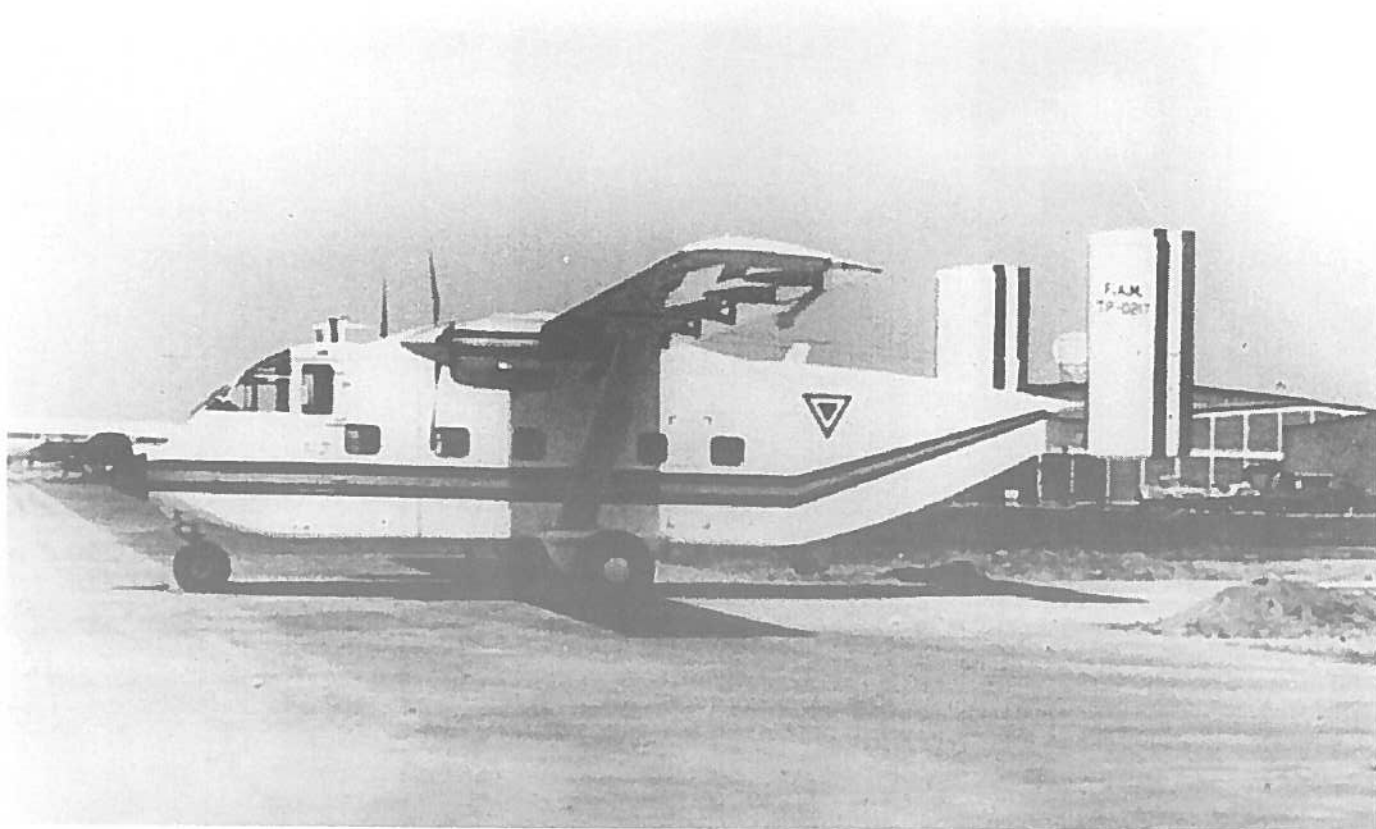


small air forces observer

vol. 25 no. 2 (98)
July 2001

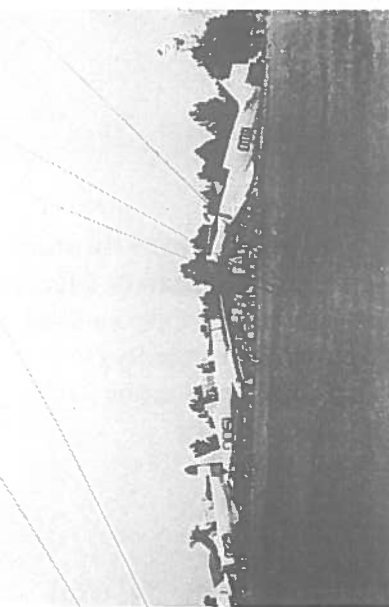
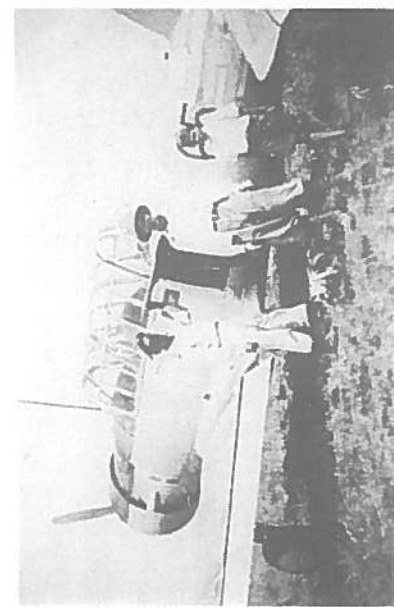
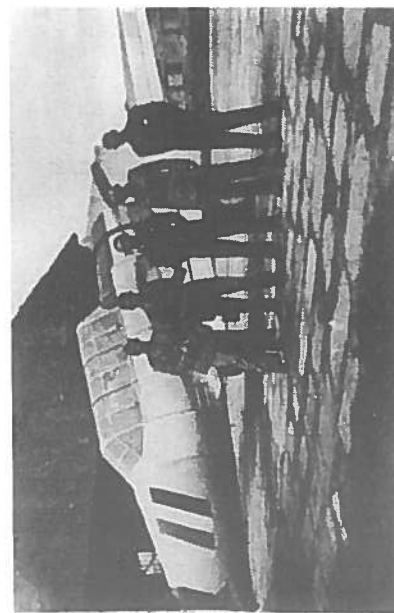
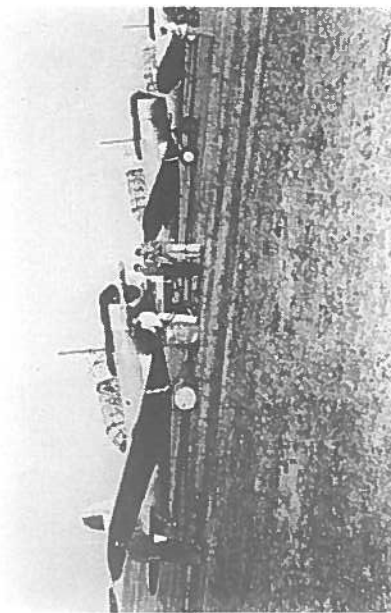
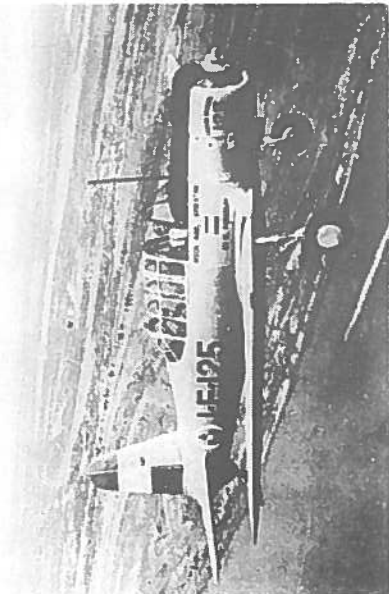
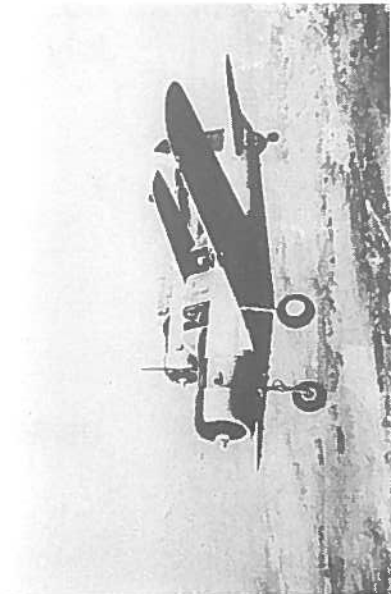
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Paraguayan Vultee Vibrators
Uruguayan Farman & Bleriot
Latin American Cessna T-41
Uruguayan Dragonflies
Romanian Hurricanes
Mexican Skyvans
Hellenic Blochs
MAP Mescaleros

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July 2001



SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

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INFORMATION FOR AUTHORS: Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer should send the manuscript on disc. Photo should be black and white prints although color prints can be used. If you want any photos returned, please mark "Return" on the back. All art work must be ready for printing. The layout should be such that when a page is reduced (if necessary) the drawing should fit into the 7.5 inch by 10 inch working area of the final page. Art work that does not fit this requirement will have to be cut and pasted to fit; no problem, but things might not look exactly as you want them to look. All work for the SAFO is voluntary and no payment can be made for publish-

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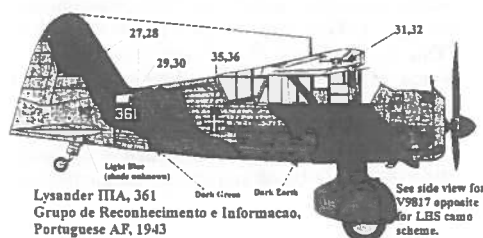
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LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Alain La Pierre, Maracay, Venezuela; Jaroslaw Kusmirek, Lubartow, Poland; Jean Paul Castella, Marseille, France. Josef Gotz, Usti nad Labem, Czech Republic. Egils Pelecis, Riga, Latvia. Charles Berecz, Dayton, Ohio. Terry Elmore, Everett, Washington. Pawel Diego Rogoz, Hamburg, Germany.

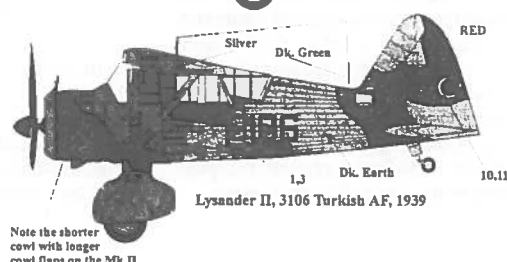
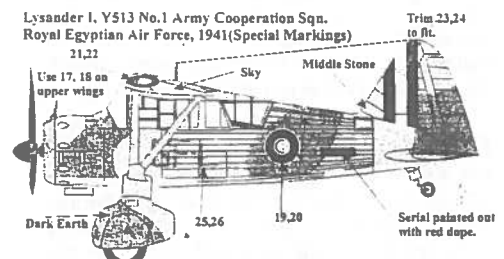
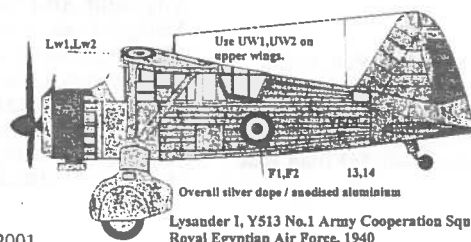
SAFCH WEB SITE: See SAFO photos in color and chat with members at www.bartoli.com/safo

COVER COMMENTS: Mexican Air Force Short Skyvan TP-0217 (SH-1953) photographed in June 1977 at Mexico D.F. by Roberto Vargas C. An article on FAM Skyvans begins on page 59.

CORRECTIONS: In the review of the Aviation Usk kit of the Do 22 on page 25 of SAFO #97, the last name of the reviewer was mistyped - it should have been Treichel. Also, in this same review, the statement "the Czech plans too are 100% correct" should have been "the Czech plans too are NOT 100% correct". My apologies to the author of this review.



See review of MAX 1/48- 1/132-scale Lysander decals on page 66



AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). #2-01 (32 pages) "RAN FAA Anniversary Skyhawk" 4 pages with 13 photos. "Fleet Air Arm Coding 1935-1940" 5 pages including 12 side-view drawings (Sea Gladiator, Swordfish, Skua, Roc, & Nimrod). "Avalon 2001" 6 pages with 18 photos. "Just when you thought it was safe to mention Marcel Dassault" 4 pages including 8 side-view drawings (RAAF Mirage IIIO). "Fokker Triplane" 5 pages including 13 side-view drawings.

AUSTRIA

OFH NACHRICHTEN (Oesterreichische Flugzeug Historiker, Pfennigeldf. 18/2/14, A-1160 Wien. Write for free sample.) 1/01 (36 pages) "Luftangriff auf Steyr" 10 pages on the 2 April 1944 attack of the 15th AF on Steyr, Austria, including 6 photos and a table of the B-24s lost in the raid. "Europa-Rundflug 1932" 5-page account of the aviation meet including table of the participating aircraft and one photo of the Akaflieg Darmstadt D-22. "Oeffag Albatros D III Serie 353" one page including a side-view drawing. "Bunter Fredi" a 1/72-scale drawing and photo of a Austrian Pilatus PC-6 Turbo Porter '3G-EL' in a fantastic 'bird' color scheme.

BELGIUM

KIT (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; International Postal Money Order for \$30 for 4 issues). #117 1/2000 (36 pages) "Avenger" 8 pages on modeling the TBM-3W2 (AEW aircraft) in French markings including 4 photos of the real aircraft, 2 side-view drawings (port & starboard) showing external details, and one color and 8 b&w photos of the model. #118 3/2000 (36 pages) "7e Escadrille Alpha Jet 'AT-05'" 3 pages with one color and 8 b&w photos. "5e Escadrille SF-260M 'ST-36'" 2 pages with 6 photos. "Le nouveau schema de peinture pour les SF-260" 2 pages with 7 photos. "Philippine Air Force" 6 pages including 5 photos (F-86E, F-5, C-47, P-51D, & Fokker F-27), 4 side-view drawings (P-51D & F-86D), and a map of air bases. "Dewoitine D.520" 4 pages on building the 1/48-scale Tamiya kit including a mutiview scale drawing and one color and 3 b&w photos of the model. "Beach Staggerwing in 1/72 Scale" 2 pages on build the model with 3 photos of the model. #119 4/2000 (36 pages) "Le Sabca S40E" 2 pages including 2 photos. [Ed: An unusual article for KIT since it is all about the aircraft with no modeling section.] "Le Northrop Gamma 2E" 2 pages on building the 1/72-scale RS Models resin kit including 4 photos of the model in Chinese markings.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Lucidio Lago, 457/206 - Meier - Rio, RJ, CEP 20780-020) [Ed: The editor of Em Escala informs me that this will be their last issue. This is a real lose since this magazine provided the best information on modeling Brazilian aircraft, as attested by the frequent reprinting of drawings from Em Escala in SAFO.] #97 2001 (16 pages) "O Martin PM-1 da Aviação Naval brasileira" 2 pages including one photo and a 1/72-scale 3-view drawing. "O Vultee V11 GB 2 no Brasil" 5 pages including 2 photos, full-page cutaway drawing, and a 2-page 3-view drawing.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$24.00 in US \$26.00 elsewhere). 27/1 (24 pages) "A 'Checked' Silver Fox" 5 pages on anniversary Hornet with 9 photos. "Pumas' of the Royal Hungarian Air Force - Part 1" one page including side-view drawing of Lt. Tibor Tobak's Me 109 G-14.

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00). 2/2001 (40 pages) "Bloch's MB 155" 4 pages on building the 1/48-scale Classic Airframes' kit including 6 photos of the model. "F-86 Sabre in RAF Service" 3 pages on building the 1/48-scale Hasegawa kit including 5 photos of the model. "Tiffie - on the cheap" 3 pages in improving the 1/48-scale Airfix kit of the Typhoon including 7 photos of the model. "The Silver Solution" 1-page article on obtaining a realist natural-metal finish.

THE CATALINA NEWS (Val Thomas, The Catalina Society, Duxford Airfield, Cambs, CB2 3QR, England. One year £15. Web Site: www.catalina.org.uk. E-Mail: david_legg@lineone.net). #47 May 2001 (24 pages) "8th Air Force Catalinas in England" 3 pages including 3 photos. "Vidi Vici - The History of 191 Squadron" 4 pages including 4 photos. And, all the usual sections for a total of 20 Cat photos.

PLASTIC KIT CONSTRUCTOR (PAMAG Publications Ltd., Riverdale, 89 Graham Road, Sheffield, S10 3GP; 4 issues £18.00. (North American subscription agent: Wise Owl Publications, 1926 S. Pacific Coast Highway, Suite 204, Redondo Beach, CA 90277. E-mail: wiseowl@sprintmail.com. Web Site: www.wiseowlmagazines.com). #63 Winter 2000/01 (36 pages) "Amphibian Be-6" 2 pages including drawings of the retractable landing gear. "The Beriev Be-12 Mail (Tchaika) Gull" 2 pages with sketches on the challenging conversion of the Be-6 into a turbo-prop Be-12. "Lockheed Model 12" 3-page review of the 1/72-scale Dekno kit including 3-view a drawing and 8 photos of the model in French civil markings. "Hall PH-3" 2-page 3-view drawing of the twin-engine Coast Guard flyingboat. "Converting Hasegawa's 1:72 scale A-10A into a N/AW-10 (YA-10B)" 2 pages including 16 photos of the model. "Me 262 HG III Entwurf II" one-page 3-view drawing. "Spitfire XII Conversion" one page including 2 photos of the model. "Otto Doppeldecker 1914-15" 2 pages on building the Phoenix model including 4 photos of the model and a unique way for building spidery booms in 1/72 scale. Smaller kit reviews: A Model 1/72 Be-2 & DI-6, Airfix 1/48 Spitfire VIII, Eduard P-400 Airacobra, Fujimi 1/72 Aichi E16A1, Revell 1/144 Ekranoplan (Caspian Sea Monster), Revell 1/72 Mistel 5, VLE 1/144 Farman Goliath, ICM 1/72 Fokker EIV & Pfalz EIV.

21th Century Plastic Modeller, Vol. 1, No. 1. July/August 2000. PAMAG (Publications), Ltd, Riverdale, 89 Graham Road, Sheffield S10 3GP, England. £2.25. Annual subscription (6 issues) £16.50 overseas or £20.00 airmail. \$33 from Wise Owl (see above).

#4 January-April 2001 (56 pages) "Bristol Blenheim IV" 2 pages on history (2 photos) and modeling the Airfix kit (2 photos). "Agusta A 109 KM" half-page review of the Revell 1/72-scale kit including 3 photos of the model in SAAF markings. "Grumman F9F-5" 3 pages on modeling the Matchbox kit as Ted Williams' Korean War Panther (11 photos of model). "Aeronavale Vought V-156F" a 1-page multi-view scale drawing. "Heinkel He 100D" 2 pages of history and review of the MPM kit including a 1/72-scale 5-view drawing. "Tugs and Gliders" 4 pages on glider training in England circa April 1945 including 5 photos of Hotspur gliders and Master tugs and 5 photos of models built in markings of aircraft flown by the author. "SAAB JAS 39 Gripen" 1-page review of the Revell 1/72-scale kit including 4 photos of the model. "Douglas B-18" a 1-page multi-view scale drawing. "Desert Hurricane" 1-page on improving the Heller kit including 2 photos of the model. Other kit reviews include: Revell's 1/72 He 177 & 1/48 F-15E; MPM's 1/72 Ki-83 & Barracuda III; Sword's 1/72 Beech Staggerwing; and Magna's 1/72 Hornet & Sea Hornet.

INSIGNIA (Blue Rider Publishing, 43a Glasford St., London SW17 9HL, UK.) 4 issues £24.00 surface mail worldwide. Web Site: www.insigniamag.com. E-Mail: insigniamag@yahoo.com. (North American subscription agent: Wise Owl Publications, 1926 S. Pacific Coast Highway, Suite 204, Redondo Beach, CA 90277. E-mail: wiseowl@sprintmail.com. Web Site: www.wiseowlmagazines.com).

#16 Spring/Summer 2001 (36 pages) "Air Force Insignia #26: Greece 1912-19 Update" one page with color drawings of insignia carried by Greek DH9, Ni-24, Spad XIII. "Fokker D.XIII in Lipezk" 2 pages including 9 side-view drawings. "Rhodesian Flying Training" one page with 6 photos. "Yugoslav Aviation SIG" one page with one photo and 4 side-view drawings [UTVA 75A(2), Ikarus 451M, & Yak 9 Akro]. "Air Forces of Manchukuo" 5 pages including 15 side-view drawings [DH.60, Bf 108, Ju 86Z, Fokker Super Universal, Nakajima Ki-34, Clark GA-43, Ki-9 Spruce(2), Ki-56(2), Ki-32, & Ki-27(4)]. "National Government of China Air Force" one page with 4 side-view drawings (Ki-27, Ki-9, Ki-34, & SB-2). "Greek Aviation in Photos" 5 pages with 25 photos of pre-WWII a/c. "Swiss Fliegertruppe: Part 3" 6 pages with 15 side-view drawings [Dewoitine D-1, Potez 25(5), BFW M-18c, Sablatnig SAB P-III (with top view), Comte AC-4 (with top view), BFW M-18d, Fokker CV-E(5)]. "Argentine Photo Preview" one page with 9 photos. "Letters and Questions" 2 pages including side-view drawings of Chinese DH98 Mosquito and Douglas C-47A with unusual national insignia. "This Issue's Decal Sheet" one page with color 3-view drawing of Yugoslav Harvard and color side-view drawing of Lipezk Fokker D.XIII. [Ed: Blue Rider has 1/72-scale decal sheets available for the Manchurian a/c depicted in this issue: BR-256 for a/c 1928-40 and BR-257 for a/c 1932-45. £3.80 each.]

SWEDISH AIRFORCE SIG (Ted Burnett, 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, England NE23 0NZ. Subscription £5.00 UK, £7.00 Europe, \$16.00 USA.

#37 Spring 2001 (27 pages) "A Drawings and Kit Survey of the Beech 18, TP4/TP45" 3 pages devoted to trying to sort out the differences between Beech 18 variants. "The Saab J 29 Tunnan" 4 pages includ-

ing 3 pages of scale drawings. "Sweden's Air War in the Congo" 5 pages. "The Colours and Markings of the United Nations J29 Tunnans" 3 pages including a color 2-view drawing. "The Swedish Army's Piper Super Cub FPL51A/B" 4 pages including 1/72-scale 5-view drawing. "Notes on Postwar Swedish Aerobatic Team Colours and Decals" one page.

FINLAND

IPMS-MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs). Now with captions in English.

4/2000 #136 (16 pages) "Mallarin Praha" 7 pages on the Prague Aviation Museum including 24 color and 10 b&w photos. Two photos of Letov S-28 in Finnish markings.

1/2000 #137 (24 pages) "Smolik" 5 pages on the Letov S-28 in Finnish service including 8 photos. "Tupolev SB-2M100A" 10 pages including 4 photos and 4 pages of sketches from maintenance manual. Two articles (in English) critical of current practices in weathering models: "What do we consider more important: realism or good looks?"

SUOMEN ILMALUHIHISTORIALLINEN LEHTI (InScale 72, Makelankatu 5B10, 00550 Helsinki; Europe \$30, elsewhere \$35; payment by International Postal Order or in cash; no cheques accepted because of high redemption rates). Each issue includes a 2-page English summary.

2/2001 (24 pages) "Heinkel He 112B" one page with 5-view scale drawing. "Saaski History: Part 3" 4 pages including 6 photos of Saaski in FAF markings. "The Bombing of Lappeenranta Airfield on July 2nd 1944" 6 pages including 5 photos (Bf 109) and 2 maps. "Jorma Karhunen: Mannerheim Cross Holder #92" 3 pages including 5 photos and 2 side-view drawings (Fokker D.XXI & Brewster 239). "Colours in Black and White Photos" 2-page discussion of orthochromatic and panchromatic film and their effect on colors mainly the yellow of Eastern Front markings including 2 photos of Fokker D.XXI one in each type of film.

FRANCE

AVIONS: Toute l'Aeronautique et son Histoire (LELA PRESSE, 29 rue Paul Bert, 62230 Outreau, France. 420F for 12 issues).

#97 Avril 2001 (64 pages) "Retros du Mois" one page with 2 photos of DH Dragon (Danish and RAF). "Les 'Yoxford boys' et la filiere francaise" 10 pages with 10 photos, 4 color paintings, and 10 color side-view drawings (all of USAAF Mustangs). "L'Aviation Coloniale Belge (1940-1941)" 7 pages including 11 photos, a map of the Belgian participation in the East African Campaign, and 4 color side-view drawings (Fokker F.VIII/3m, Ju 52/3m, DH Leopard Moth, & Hawker Haarbeest). "Les dernieres victimes d'un Fe 190 ... francais!" 4 pages including 9 photos of a French 190 that crashed into a French Ju 52. "La Drole de Guerre des Whitley" (3eme partie) 9 pages including 12 photos, a 2-page cutaway drawing, and 5 color side-view drawings. "Vespa 2: Luigi Gorrini" (3eme partie) 5 pages including 13 photos and 'victory' table. "Les chasseurs SPAD-Hernemont de l'entre-deux guerres" (2eme partie) 5 pages on the SPAD 91 including 13 photos. "Des avions francais en Tchecoslovaquie: La Br 590 et la guerre contre la Hongrie" 3 pages including 7 photos. "Une annee de guerre sur Bf 110" (2eme partie) 5 pages including 14 photos (Luftwaffe 110s and a Norwegian Caproni Ca.310). "Le Lockheed F-5B: Maquette Frog/Novo au 1/72eme" 4 pages including 10 photos

of the model in the markings of Saint-Exupery.

#98 Mai 2001 (64 pages) "La chasse de nuit italienne: les debuts" (1ere partie) 9 pages including 15 photos (CR.32, CR.42, Fabrizi F.5, & Ca 313), color cover painting, and 4 color side-view drawings of CR.42. "Les 'Yoxford boys' et la filiere francaise" (2eme partie) 10 pages including 14 photos and 10 color side-view drawings of USAAF P-51s. "Le Morane 406 vu du sol" 6 pages including 18 photos. "L'aviation militaire paraguayenne durant la seconde guerre mondiale" 4 pages including 13 photos (Potez 25TOE, Ba.25, CR.20, CR.30, CR.32, Travel Air 6000, Ca.309, PT-19, & BT-13). "La Drole de Guerre des Whitley" (4eme partie) 10 pages including 13 photos, 3 pages of 1/100-scale mutiview scale drawings, and 5 color side-view drawings. "Les tresors de Cazaux" 4 pages with 13 photos of French airplanes collected after the Armistice in 1940. "L'Aviation Coloniale Belge: 1940-1941" (2eme partie) 3 pages including 7 photos (Hawker biplanes, Fokker F-VII/3m, & DH Leopard Moth).

#99 Juin 2001 (64 pages) "Retros du Mois" one page with 2 photos (LeO C.30). "Kobayashi et ses avions au 244 Senti" 9 pages including 24 photos, list of victories, color cover painting, and 8 color side-view drawings (Ki-61 & Ki-100). "La chasse de nuit italienne les debuts" 7 pages including 16 photos (Re.2001, Ca.331, CR.42, and Fabrizi F.5 & F.6) and two color side-view drawings (CR.42). "As francais 14/18: Mathieu de la Tour" 5 pages including 12 photos and list of victories. "La Lufthansa dans les annees 1939-1945" 11 pages including 22 photos (Ju 90, Ju 52/3m, Ju 160, Fw 200, Ju 86, & Ha 139). "Les grands as allemands 39/45: Hajo Herrmann" 6 pages including 17 photos. "Les Whitley dans la Campagne de France" 5 pages 9 photos and 3 side-view drawings. "Un complement sur les Savoia-Marchetti S.73 tchecoslovaques" 4 pages including 12 photos. "Le Spitfire Mk V: Maquette Airfix au 1/72eme" 4 pages including 11 photos of the model.

ITALY

AERO FAN Storia di Italiane. Italian-English text. (Giorgio Apostolo Editore, Via Ampere 49, 20131 Milano, Italy.) 4 issues L 80,000.

#76 Gen.-Mar. 2001 (68 pages) "Caproni Bergamasca's Excellent Ca 331" 18 pages including 28 photo, a 3-view drawing, and inboard profiles from original documents. "The Colours of 'Folgore'" 21 pages including 4 contemporary color photos, 21 b&w photos, and 10 color side-view drawings codifying the color schemes carried by the Macchi C.202. [Ed: The author shows that the seemingly bewildering array of camouflage schemes carried by Italy's best fighter were not the whim of field units, but a systematic system based on the manufacturer and time period. Of particular interest to modellers is the color scheme when the wings of one manufacturer are fitted to the fuselage of another manufacturer. This article is an excellent companion to Osprey's "Italian Aces of World War 2".] "Caproni Bergamasca's High-Altitude Aircraft" 3 pages including one photo (PL.3) and 2 side-view drawings (PL.2 & CAB project). "Antonio Locatelli's Ansaldo A-1 is Back Again" 8 pages including 14 color photos of a/c undergoing restoration.

JP-4 Mensile di Aeronautica (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere). Aprile 2001 (100 pages) Color photo: Jordanian C-130H '347'. "Maristaeli/Catania" 6 pages with 10 photos of Italian helicopters. "Lesotho Defence Force Airwing" 4 pages including 10 photos

(AB.412, CASA 212, Cessna 182, Bo-105, & Bell 47). "Un Bf 110 venuto dal freddo" 5 pages on the restoration of a Bf 110 found on the bottom of a Russian lake.

Maggio 2001 (100 pages) Color photo: Czech AF Tu-154 '0601'. "Viggen sul circolo polare artico" 6 pages including 16 photos (Swedish Viggen, Saab 100B Argus, C-130, AB.206, & Super Puma).

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle). Now with English captions and summary.

4/2000 (32 pages) "Vreemde Vogels" 95 pages on modeling Spitfire PR.IA including 7 photos of the model. "Revell 1:144 Boeing 767" 13 pages and 24 photos of the real aircraft.

LUCHTVAARTKENNIS (Koninklijke Nederlandse Vereniging voor Luchtvaart, c/o Casper C.J. Veldkamp, PO Box 20061, 2500 EB The Hague, The Netherlands.)

1/2001 (48 pages) "PH-EJR: The FK-47 van Jonker Roelants" 7 pages including 7 photos. "Fairchild 228: Fokkers eerste Regionale Jet" 5 pages including 2 photos. "Chrislea: Ace, Super Ace en Skyjeep" 9 pages including 3-view scale drawing of the Skyjeep. "Fokker ontwerpen voor Finland" 8 pages on 2-engine bombers offered to Finland including 3-view drawings of the 121, 122, & 123. "Namen en registratie van de Douglas DC-6 machines van de KLM" 6 pages including 2 photos.

2/2001 (48 pages) "De Fokker F.28 in Australië" 8 pages including 5 photos and 2 side-view drawings. "Poolse militaire luchtvaart in communistische tijden" 6 pages including 4 photos taken at the Warsaw Military Museum (Yak-9, Il-2, Jak-23, & Mi-8). "Koolhoven FK-51" 6 pages including history of individual aircraft.

POLAND

LOTNICTWO WOJSKOWE (ul. Bórowskiego 2, pok. 307, 03-475 Warszawa. E-mail: magnum@hbz.com.pl)

#1 2000 (68 pages) "Samolot transportowy dla Polski?" 10 pages including 19 color photos. "Hawker Typhoon" 14 pages including 18 photos (5 in color), 2 pages of scale drawings, and 6 color side-view drawings. "I-22 Iryda" 6 pages including 5 photos. "509 Skrzydło Bombowe US Air Force" 6 pages including 13 photos. "XF8U-3 Crusader III" 6 pages including 8 photos and scale 3-view drawing. "Ch-66 rakiety 'kierowana samolotem'" 3 pages including 4 photos. "Reinhard Heydrich" 6 pages including 8 photos and 4 color side-view drawings (Bf 109).

PORTUGAL

LUSO SCALE (Av. Dr. Armenio Neves, 103 Sobrao, 4590 Pacos de Ferreira, Portugal) Six issues 25 euros. E-mail: lusoscale@iol.pt

#1 Abril 2001 (20 pages) "Esquadrilhas Acrobaticas Dragoes" one page including 3 color photos of Portuguese F-84E. "Boeing SB-17G" 2 pages on building a Portuguese SAR B-17 including 21 color photos of the model. [See full review in the "magazine" section of this issue of SAFO.]

SPAIN

REVISTA ESPANOLA DE HISTORIA MILITAR (Carlos Fresno Crespo, Alcaniz Fresno's S.A., C/Cromo 18-20, Poligono Industrial San Cristobal, 47012 Valladolid) 800 Pts.

#9 Marzo 2001 (64 pages) "Una operacion de

perros" 2 pages including a color photo and side-view drawing of Spanish SAR Do 24T. "La caza en los priores meses de la paz" (4a partie) 6 pages with 13 photos and 2 color side-view drawings (I-16 & SM.81). "Tradedía en Cartagena" La odisea del buque 'Castillo de Penafiel' 9 pages including 6 photos, color painting (I-15), and 4 color side-view drawings (I-15, I-16, He 59, & 'Jupiter'). "El derribo del Potez de la Embajada Francesa sobre Pastrana. Error o intención?" 5 pages including one photo and 2 side-view drawings (Potez 540 & I-15). "75 Aniversario del vuelo del 'Plus Ultra'" 6 pages including 10 photos, map, and color side-view drawing.

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30 overseas). #172 May 2001 (146 pages) "Gustav Tweer" 11 pages including 7 photos and two 3-view scale drawings (Taube & Grade). "Maupin-Lanteri Diamond" 9 pages including 8 photos. "Otto Fritzsche and the First Aircraft of the German Navy" 5 pages including 6 photos and 2-view drawing.

ing of the Farman Flying Fish. "Mismarked American SE5s" 10 pages including 18 photos. "A New Lease on Life for the Lee-Richards Annular Biplane" 4 pages including 9 photos and small scale drawing. "Project Ornithopter" 2 pages including 2 photos. "Drawings" 17 pages (AEG G.IV, Zselyi, Gotha G.IV, USD-9A).

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$35.00 overseas.). #58 Apr. 2001 (84 pages) "More Aeromarine" 16 pages including 19 photos, a 2-page table listing all Aeromarine aircraft, 3-view drawings (39B, AS-2, PG-1, Model 60, and side-view drawings of 3 projects. "Those Non-Standard Boeing P-12Es of the 27th Pursuit Squadron" 4 pages with 10 photos. "Night-Advertising Stinson and Keystone" 4 pages including 4 photos and sketch of lighting arrangement. "The Fiat A.S." 8 pages including 14 photos. "Wiley Post's 1933 Record World Flight" 2 pages including 2 photos and flight 'log'. "Details: Douglas XO-31 and YO-31 Observation Monoplanes" 13 pages including 22 photos and a 3-view drawing. "Cockpits: Douglas XO-31" 3

pages with 7 photos. "Philippine Air Service, 1920-21" 7 pages including 6 photos (Curtiss Jennies & Seagull).

ESM 72 (Model-Aire International, PO Box 159, Olema, CA 94950. E-mail: maiesm72@aol.com. Quarterly. \$25.00 for four-issue volume. \$30.00 outside the USA. Back issues available at same price per volume.

Vol 5, No 1, (68 pages) "Gliders and Sailplanes" 5 pages. "Aircraft Updates: Volumes 3-4" 9 pages. "Vehicles" 4 pages (Russia). "Vehicle Updates: Volume 3-4" 2 pages. "Aircraft Interior Details" 22 pages. "Ships & Boats Update", "Rockets, Missiles & Spacecraft Updates", "Artillery Updates", "Vehicle Conversions Updates", "Figures Updates", "Structures Updates", "Terrain and Diorama Updates", "Railway Locomotives & Rolling Stock Updates", "Aircraft Conversion Updates", "Infantry Accessories Updates", and "Aircraft Canopies & Turrets Updates" 9 pages.

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"The noted Uruguayan historian, Mr. Juan Maruri, is doing research to complete the curious story of the first flights of an airplane in Spain and Portugal. The first flight in Spain was made by a Frenchman named Julien Mamet. He used a Bleriot XI monoplane owned by a Uruguayan flight student named Mario Garcia Cames. Furthermore, the Bleriot had the rudder painted in the colors of the Uruguayan flag! Mr. Maruri has much information about this milestone flight as well as some photo he found in an Spanish magazine.

"Now he is looking for information to confirmed that this same "Uruguayan" plane was also the first plane that made the first flight in Portugal. He has positively confirmed that this flight was made by the same French pilot, Julien Mamet, on 21 April 1910 in Lisbon using Bleriot XI. What he has not confirmed, either by document or photo, was that the airplane used was Mario Garcia Cames' machine.

Mr. Maruri and I hope that somewhere in the worldwide SAFCH community there is information to help clarify the above. Any information, photos, photocopies, web sites, address of historians who can help in this search would be most welcome. Portuguese confirmation is urgently need, but both countries will be credited in a future article in "Grceta de la Aviacion". Portuguese and Spanish member: Your Uruguayan fellows need your help. We can read letters in Spanish, Portuguese, English, French, and Italian." Eduardo Luzardo (SAFCH #1383), Picardia M.267, S.37, 91001 Barros Blancos, Uruguay.

"This letter is for Mexican and other members interested in obtaining photos of Latin American aircraft, mostly South American military aircraft of the last decade, on an exchange basis. I'm very interested in decals recently manufactured in Mexico and reviewed in the British magazine 'Scale Aviation Modeller'. As a modeler of Uruguayan and Latin American aircraft, I suggest an exchange of photos for decals. I'm interested in 1/72 and 1/48 decals of classic WW2 aircraft and of the first jet types. An Argentine friend tells me about one decal sheet which includes markings for an Uruguayan Mustang! I have some Aztec decals including one

for the T-33 and another for a Peruvian F-86. I read in the British magazine about a sheet for the A-37B, mostly Latin American, also produced in Mexico, which includes a FAU A-37B. This is also of my interest.

"For the manufacturers of decals, I can offer, if they are interested, full information on the markings of Uruguayan military aircraft of all times." Eduardo Luzardo (SAFCH #1383), Picardia M.267, S.37, 91001 Barros Blancos, Uruguay.

Army Air Forces Statistical Digest: World War II, Office of Statistical Control, December 1945. 313 pages.

A photo copy of the rare document is available for sale. The document contains 216 tables listing just about everything for which statistical data was available at the end of WWII. For example, Table 67 "Heavy Bomber Crew Loses Overseas, by Theater" lists loses by theater, by type of loss, by year, and by month. In the European Theater of Operations, "Total Loses" were 10,081. Of these 4,358 were "Combat & Accident Loses", 5,389 were "Retirement", and 334 were "Net Other Loses". Unfortunately, the copy was made back in the 1940's by a "wet" process, and the pages are yellow and curled, but still readable. Price: \$25.00 or best offer. Contact the Editorial Office.

"Now that the first volume on 'Hurricane in Foreign Service' has been published [Ed: See review elsewhere in this issue of SAFO.], I am starting to gather material for the second volume (Dutch, Greek, Portuguese, Irish, Egyptian, Indian, Turkish, and other users). I would like to contact anyone who has photos or any other material that would be useful for this book. I am also looking for similar information on the Bristol Blenheim for a future book: 'Blenheims in Foreign Service'."

Mirosław Wawrzynski, Kraszewskiego 6m5, 05-803 Pruszkow, Poland.

"Does anyone know of any documents relating to the exchange of red and green in the WWI Italian roundel? The legend is that the British asked the

Italian Army to move the red from the outer ring to the inner disk to avoid confusing Italian and French airplanes. This change occurred sometime in 1917, but I know of no official order for it." Pier Paolo Lugli (SAFCH #1552), PO Box 42, I-41100 Modena Centro, Italy.

"For a forthcoming photo profile, I am looking for color photographs/slides of aircraft and helicopters of the German Air Force/Army/Navy from the beginning in the mid-1950s to the Starfighter era." Martin Bach (SAFCH #1275), Theodor-Storm-Str. 16, D-81245 Munchen, Germany.

"Wanted: Information on the PV-1 Ventura utilized by French Admiral d'Argenlieu in Indochina, ca. 1945-1946. I am seeking any information, including photocopies, descriptions of its color scheme, and serial number."

Charles "Gus" Euripides (SAFCH #1286), 4508 Willow Croft Court, Charlotte, NC 28226, USA. E-mail: geuripides@yahoo.com

"I am seeking information on a Widgeon-like floatplane built in South Korea in the 1950's. In addition, I'm seeking information on another South Korean floatplane, the 'SX-1'. I will pay for copying cost/postage."

Charles "Gus" Euripides (SAFCH #1286), 4508 Willow Croft Court, Charlotte, NC 28226, USA. E-mail: geuripides@yahoo.com

"I seek information on a Romanian aviator named Sukrus. He was a national hero before World War Two. After the war, he came to Brazil and operated tourism flights with two Republic Seabee aircraft in the Sao Paulo region. He had been granted immunity from the Brazilian government from World War Two charges, but was wanted by the Mosses. He was lured to Uruguay in 1962, and was killed there."

Gary Kuhn (SAFCH #257), 23-D Crusader Avenue East, West St. Paul, MN 55118-44565, USA. E-mail: gkgkuhn@earthlink.net

The Hellenic Blochs

Sid Napier

Nine Marcel Bloch MB 151 C1s were the most modern fighter aircraft in the inventory of the *Elleniki Vassiliki Aeroporia* (EVA = Hellenic Royal Air Force) when, at 0530 hrs on October 28, 1940, Italian forces based in Albania invaded Greece after an ultimatum making territorial demands had been delivered only three hours earlier. The EVS's only other operational fighters were 6 PZL P-24Fs and 30 P-24Gs which had been purchased from Poland in 1938, and of which only 24 were still serviceable. Two Gloster Gladiator Mk Is were listed as fighter trainers, as were two Czechoslovak Avia B.534 v.IIs, all four having been purchased privately and presented to EVA by businessmen, the two former in January 1937 by Stilianós Sarpákis at a cost of £9,200 and the two latter in August 1936 by K. Koutarélles. Also still in use as fighter trainers were two or three of the five Zmaj-built Avia BH-33E SHS biplanes acquired from Yugoslavia in 1935 and a few of the Gloster Mars VI Nighthawk fighters purchased from Britain in 1923.

The nine MB 151s were part of an order for 25 placed late in 1939 and had been delivered by May 1940, seven having been shipped early that month. No record of their airframe numbers appears to have survived. The remaining 16 Bloch fighters were withheld after the *Wehrmacht* launched its offensive on May 10, 1940 and were never delivered following the Armistice of June 25, 1940.

The MB 151 was powered by a Gnôme-Rhône 14N35 radial with its axis canted 2.50 degrees to port of the aircraft's axis. This engine provided 815 hp at sea level, 920 hp at rated altitude, and drove a three-blade G.R. type airscrew 3.05 meters in diameter. At altitude, the MB 151 attained a maximum speed of 460 km/h (287 mph). "The estimated 480 km/h," Michel Cristesco (3) states, "was never attained, either by the prototype or by the production Bloch 151." Climb time was seven minutes to 4,000 meters and 17 minutes 40 seconds to 8,000 meters. At 5,500 meters the MB 151 had a range of 640 km.

This performance was not a great advance on that of the gullwing PZL P-24 fighter which, powered by a 970 hp Gnôme-Rhône 14N07, offered a speed of 430 km/h (269 mph) at 4,250 meters and a range of 700-800 km despite the drag generated by fixed landing gear and wing struts. Nor was the performance of the MB 151 very much better than that of the Fiat CR.42 biplane fighter, which attained 420 km/h (263 mph) at 5,000 meters, and it was slightly inferior to that of the Fiat G.50 which attained 472 km/h (295 mph). It was very significantly inferior to that of the Messerschmitt Bf 109E. However, Pierre Leyvastre (6) notes that the assets of the Bloch fighters included "an extremely sturdy structure capable of absorbing considerable punishment yet remaining airborne. They offered satisfactory maneuverability, viceless flying characteristics and ease of field maintenance." Cristesco (3) comments that, in France by late November 1939, "the original order of 144 Bloch 151s was broken down as follows: 90 for the *Armée de l'Air* training units, 25 for the French *Aéronaval*, 25 for Greece, 4 to be left at SNCASO's disposal as experimental machines."

The armament of the MB 151 consisted of four wing-mounted 7.5-mm MAC 1934-M39 machine guns with 300, or possibly 500, rounds per gun, which was no advance on the four 7.7-mm machine guns of the PZL P-24G or the two 20-mm Oerlikon cannon and two 7.7-mm machine guns of the P-24F. The MB 151s should have been armed with two wing-mounted 20-mm Hispano-Suiza HS 404 cannon and two 7.5-mm MAC 34s, but because HS 404 output lagged badly behind airframe production, such HS 404s as became available were installed in the higher-performance MB 152s of the *Armée l'Air* -- and even some of those still lacked cannon in May 1940. However, the underwing bulges for the 60-round drum magazines of the HS 404 cannon were apparently present on all MB 151s, including those sold to Greece. Presumably, the intention was to retrofit HS 404s as and when production picked up.

Obviously, the EVA had to take what was available when all the major aircraft manufacturers were having difficulty meeting their own governments' orders on time. Moreover, Greece had traditionally purchased combat aircraft from Britain and France, the Polish PZL P-24s, like the German Henschel Hs 126Kgs and Dornier 22Kgs, being exceptions to the rule. Apparently, the EVA did place an order for Spitfire Mk Is, but Dunkirk put a stop to British aircraft exports.

Characteristic identifying features of all the EVS's MB 151s, apart from the engine visibly canted to port, were cowlings with a cooling air intake diameter of 1000 mm, a carburetor air intake behind the cowling ring, and three GAL grill-type cooling air exits and exhausts on the port side and two on the starboard side. Leyvastre (6) states the 1000-mm diameter air intake was typical of MB 151s and MB 152s delivered to the *Armée de l'Air* from September 1939 and represented the final, and effective, stage in attempts to provide adequate engine cooling without cooling air exit flaps. But it resulted in too much drag. It was not until trials had been carried out in December 1939 with an MB 152 and cowlings with intake diameters of 750 mm to 900 mm and controllable cooling air exit flaps that intake diameter was standardized at 850 mm for MB 152s. The new style cowling, with cowling flaps, was then fitted to all MB 152 C1s coming off the assembly line. It should also have been retrofitted to all MB 152s already in service, but such retrofitting had not been completed by June 25, 1940. Leyvastre (6) states that no MB 151 was fitted with the definitive new cowling. (The MB 152 also featured wing modifications and increased tailplane incidence which, although important, were barely discernible externally.)

Following delivery, the EVA's nine MB 151s were given the codes Delta 171 through Delta 179 and taken on charge by 24 *Mira* commanded by *Sminagós* (Capt) A. Anagnostópouls and based at Elefsis airfield. Also on charge to 24 *Mira* were the two Avia B.534 v.II fighter trainers.

Camouflage and Insignia

The nine MB 151s were delivered wearing regular *Armée de l'Air* camouflage which was retained in EVA service. Their

upper surfaces were painted with irregular patches of *Gris bleu foncé*, *Kaki* and *Brun foncé*, their undersurfaces, including the wheel wells and insides of the wheel covers, were painted *Gris bleu clair*. None of the nine had the undersurface of one wing painted black. The consensus of opinion is that the cockpit interiors were a dark *Bleu de nuit*, the propeller blades *Noir matt* and the spinner a dark color, presumably also *Noir matt* -- but photos of *Armée de l'Air* MB 152s seem to show spinners with a semi-gloss finish.

Photos of EVA aircraft involved in the battles of October 28, 1940 through April 23, 1941 are rare and mostly of poor quality. Photos of EVA MB 151s are very rare. In fact, there seem to exist only one of Delta 177 taken after a forced landing, one of the wreck of Delta 179 (AVIONS No. 45, p.37 and No. 46, p.40 respectively), a head-on shot with 24 *Mira* personnel in the foreground, and an angle shot of the nose of an unidentified aircraft (Shores & Cull with Malizia, Ref. 7, p.69). The four photos are of poor to very poor quality. Not even the one of Delta 177 reproduced in the excellent "Hellenic Wings" compiled by the Air Historical Branch of the Hellenic Air Force allows the camouflage pattern to be discerned. It follows that the way in which upper surface camouflage colors were applied on any one of the EVA's MB 151s is not known and that all drawings published to date are guesswork. Moreover, photos of *Armée de l'Air* MB 151s and MB 152s confirm that patterns varied widely -- and it has been noted by French authors (2) that directives governing camouflage application were not rigorously observed.

The photos of Delta 177 and Delta 179 show that blue-white-blue roundels were set relatively low down on the fuselage sides with their centers more or less level with the tips of the wing-root fairings. A comparison of the relative sizes of the nearest man and the fuselage roundel in the photo of Delta 177 indicates the diameter of the latter was approximately 550 to 600 mm. The code, i.e. Delta 177, was painted in black behind the roundel and appears to have been roughly 70 per cent of the roundel diameter in height, i.e. approximately 385 to 420 mm.

No roundels were painted on the upper surfaces of the wings, and no currently available photo shows whether there were roundels on the wing undersurfaces. However, the EVA tended to follow international practice and most of its other aircraft had underwing markings, no parts of which were painted on ailerons. This, and the obvious need to ensure rapid identification by Greek anti-aircraft batteries, makes it more than likely that, if not before, roundels had been painted on the wing undersurfaces by early 1941. Such underwing roundels were probably about 800 mm in diameter and located with their outboard edges next to the wingtip panel line.

No photo is clear enough to show whether airframe numbers or other data were painted on the fuselages, fins or rudders of EVA MB 151s.

Combat

On October 28, 1940, 24 *Mira* was still at Elefsis but now led by *Sminagós* (Capt) M. Savélllos. Soon afterwards, the squadron came under the control of *Diíkisi Aeramínis* (Anti-Aircraft Command) and, together with 30 Squadron RAF, was tasked with the defence of Athens. The PZL P-24s of 21, 22 and 23 *Mire* continued to be controlled by the *Diíkisi Aeropórfas Dióxeos* (DAD = Fighter Command) headed by

Antismínarchos (Lt/Col) Emmanuél Kelaidés. At this time, 24 *Mira* was still working up with only six MB 151 CIs and the two Avia 534s serviceable, three of the nine MB 151 CIs probably being grounded due to training accidents and because spares that had been ordered had never been delivered. Ground crew are known to have complained that none of the MB 151s' engines were new, and that neither engines nor machine-guns functioned very reliably. Despite these problems, 24 *Mira* pilots managed to log 158 flight hours.

No complete records have survived to show the day-by-day action 24 *Mira* saw from October 28, 1940 through April 1941. However, Stamatis J. Andreou has been able to trace and confirm, among other things, where 24 *Mira* was successively based. These facts, together with what Shores & Cull with Malizia, (7) and AVIONS (5), have published, give the following general picture with some highlights.

On November 13, 24 *Mira* was no longer at Elefsis but at Larissa air base and under the control of the DAD like the other fighter squadrons.

On December 6, the squadron was at Sédes airfield and had been charged with the defence of Salónika harbor together with 22 *Mira* and its PZL P-24s.

On January 16, 1941, *Episminagós* (Major) G. Anagnostópoulos assumed command of 24 *Mira*, which was still at Sédes.

On February 9, the crews of Cant Z.1007bis bombers of 47 *Stormo* and 50 *Gruppo Autonomo* reported after raiding Salonika that they had been attacked by Blenheim fighters and "Hurricanes," one of which damaged a bomber. As there were no Hurricanes in Greece prior to February 13 or 14, and *Episminías* (Sgt) E. Smirniotópoulos of 24 *Mira* claimed a Cant Z.1007bis shot down on the same day, the aircraft in question can only have been MB 151s from Sédes airfield.

On February 10, the crews of Cant Z.1007bis bombers taking part in the day's "sustained" raids on Yanina reported being attacked by Gladiators and a "Curtiss." The "Curtiss" must have been an MB 151 of 24 *Mira* since neither the EVA nor the RAF had any other radial engine, low-wing monoplane fighter on strength in Greece.

On April 5, according to the EVA Order of Battle provided by Shores & Cull with Malizia (7), 24 *Mira* with its MB 151s was still at Sédes together with 22 *Mira* and its PZL P-24s.

On April 10, with German forces advancing rapidly into Greece and Yugoslavia, 24 *Mira* with its "few" remaining MB 151s was at Vassilikí airfield near Kalambaka together with the PZL P-24s of 22 *Mira*. The two squadrons were subsequently joined by 21 *Mira* with its ex-RAF Gladiators. In the course of the sorties flown from Vassilikí, possibly one on April 6, MB 151 pilot *Hiposminagós* (1/Lt) P. Ikonomópoulos "claimed a Dornier Do 17 shot down over the estuary of the River Strimón. The Do 17 was probably one of the aircraft recorded as missing by *Fliegerkorps VIII*, and almost certainly from 2(F)/11."

On April 15, according to AVIONS (5), German aircraft attacked Larissa airfield where there were a number of Greek aircraft, including a captured Savoia-Marchetti SM 79, Avro Tutors, Potez 633B2s, and an unserviceable MB 151. Most of these aircraft were destroyed on the ground. At roughly the same time at Vassilikí airfield, the last two MB 151s of 24 *Mira* and, according to both AVIONS and Shores & Cull with

Malizia (7), some 15 Gladiators of 21 *Mira* and PZL P-24s of 22 *Mira* scrambled to intercept approaching German bombers and their escort of about 20 Bf 109Es. In the "Trikkala dogfight" that followed, *Episminias* (Sgt) G. Mókkas, flying an MB 151, reportedly shot down two bombers before he was himself shot down by *Obit*. Gustav Rödel, who identified the MB 151 as a Hurricane. (Rödel also claimed a Gladiator and a PZL P-24 while other German pilots claimed two Gladiators and another PZL P-24.) The second MB 151, flown by *Hiposminagós* (1/Lt) P. Ikonómopoulos, was very badly damaged. With only one unserviceable MB 151 left, 24 *Mira* ceased to exist as an operational fighter squadron.

Nonetheless, Shores & Cull with Malizia (7) say that, on April 16, "11 PZLs, eight Gladiators and two Bloch 151s" were flown to Amphiklia (Dadi) airfield at the foot of Mount Parnassus.

On April 19, with the warning system disrupted, the EVA fighters at Amphiklia (Dadi) were unable to get in the air before Bf 109Es came in to strafe. All but three of the Greek fighters were destroyed. The Bf 109E pilots claimed, in addition to 10 Gladiators and nine unidentified aircraft on the ground, one "Spitfire" shot down over the airfield -- "presumably a Bloch 151 attempting to join the combat." Except for a few PZL P-24s of 23 *Mira* at Argos in the Peloponnese, the three surviving EVA fighters were now all that was left of the EVA fighter squadrons. They were flown out to Elefsis.

On April 20, strafing Bf 109Es destroyed several aircraft at Elefsis, including "two of the surviving Greek fighters."

By April 23, the last airworthy Greek and British aircraft had been assembled at Argos, including Avro 621s and 626s, Potez 25s, and the remaining eight PZL P-24s of 23 *Mira*. That morning, and again in the afternoon, Argos airfield was attacked by German aircraft that inflicted extensive damage.

On April 24, starting at 0430 hrs, the surviving Greek aircraft were flown to Crete together with seven RAF Hurricanes. They included five Ansons of 13 *Mira*, four Avro 621 Tutors, and a single Dornier Do 22Kg. No EVA fighter aircraft were evacuated to Crete. (The well known photo of the PZL P-24 coded Delta 126 was taken at Argos, not in Crete.)

References

1. Fl. Lt. G.J. Beldecos, *Hellenic Wings -- An Illustrated History of the Hellenic Air Force and its Precursors, 1908-1944*. Air Historical Branch, HAF.
2. Y. Buffetant & B. Pantigny, *La Chasse Française pendant la Drole de Guerre*, Wing Masters No.4, Mai-Juin 1998.
3. M. Cristesco, *The M. Bloch 151 & 152*. Profile No.201.
4. V. Gréciet, *Marcel Bloch 152 (1/48th scale drawings)*, *Histoire & Maquetisme* No.16.
5. M. Ledet, 1940-1941: *L'Aviation grecque au combat*. AVIONS Nos.44, 45 and 46.
6. P. Leyvastre, *Bloch's Fighters - the Contentious Combatants*. Air International, April 1978.
7. C. Shores & B. Cull with N. Malizia, *Air War for Yugoslavia, Greece and Crete, 1940-41*.

I am greatly indebted to Warrant Officer Stamatis J. Andreou of the Hellenic Air Force for the advice, information and reference material on which much of the above article is based, and for checking and correcting my manuscript. Thanks are also due to Elias Daloumis, the founder and

ex-President of IPMS-Hellas, whom both Stamatis and I occasionally consulted.

Wanted

Does any reader have access to photos taken of EVA aircraft just prior to or during the air battles of October 28, 1940 through April/May 1941? As things stand at present, there appear to exist only four photos of MB 151s, two of Potez 633B2s, one each of an Avia B.534, ex-RAF Gladiator of 21 *Mira* and Gloster Mars VI Nighthawk, and none of an Avia BH33E-SHS purchased from Yugoslavia. Also, can any reader add to the information given above, including any indication of what happened to EVA aircraft after the cessation of hostilities on April 22/23, 1941? Were any repaired and later used by other air forces? If you can help, please contact the editor or e-mail snapier@freesurf.ch

The Model

Useful references when modelling a Bloch MB 151 or MB 152 are the 1/48th scale drawings in *Histoire & Maquetisme* No. 16 (H&M), the cutaway drawing of an early MB 152 with an MB 151 type cowling in the April 1978 issue of *Air International* (AI) and, if cockpit detail is to be scratchbuilt, the drawings on page 137 of the February 2000 issue of *Scale Aviation Modeller International* (SAMI)

For a 1/48th scale model, the obvious choice is the Classic Airframes MB 152 which, except for the necessary modifications, can be built straight from the box as described by David Butt in SAMI.

For a 1/72nd scale model, the kit of choice is the recently released AZUR Bloch MB 152.C1. This is far superior to the old SMER/Heller kit as it offers cockpit detail (floor, rear bulkhead/head armour, seat, console, sidewall detail, etc.) and a resin engine instead of a smooth cone of plastic. Note, however, that the bulkhead (Part 16) should be mounted on the floor (Part 15) directly in front of the transverse ridge (and not behind it as shown), the decking behind the bulkhead should be rounded (not flat), the film for the console top provides only 4 instruments instead of 8, the protruding rudder trim tab and landing light in the port wing have to be scratchbuilt, and the fitting in front of the windshield should be an auxiliary ring-and-bead gunsight and not a telescopic sight. Note also that most sources state the cockpit interiors of MB 151s and MB 152s were painted a dark *Bleu de nuit* and not "light blue grey" -- but maybe the cockpits of late production MB 152s were painted *Gris bleu clair* like those of Caudron C.714s.

As described in detail below, a 1/72nd scale model of an MB 151 can also be built using the SMER/Heller MB 152. This entails more work but the steps taken to effect the conversion are virtually identical with those needed to convert the AZUR and Classic Airframes kits. The procedure adopted was as follows:

Fuselage: Discard the inaccurate seat and pilot figure (Parts 6 & 7). Cement strip to the insides of both fuselage halves, 9.0 mm down from the cockpit sills and from aft of the rear canopy frame to the nose, and for 30 mm just underneath the clearly defined cockpit fairing aft of the seat/bulkhead. Make a floor 30 mm x 12 mm from 0.5mm card, tapering the front 10 mm from 12 mm to 11 mm for 5.0 mm, then from 11 mm to 7.0 mm at the tip so it will fit in the nose. Make a rear

bulkhead/head armour from 0.25 mm card to fit between the rear canopy frames and rest on the floor. Detail the interior, e.g. with a seat (Aeroclub V053), instrument panel (Aerodetail), and scratchbuilt central console, control column, gunsight, frame members and "boxes" made from drawn sprue and card. For the rounded decking behind the seat, cut a piece of 0.25 mm card 25.0 mm long and tapering from 11.0 mm at one end to 6.0 mm at the other, and impart curvature with a brush handle. Insert to rest on the previously attached strip after the fuselage has been assembled. The transparencies for the aft cockpit windows (Parts 3 & 4) are flat, have dimples and do not fit flush. So paint the cockpit interior, rear decking and visible fuselage interior, assemble the fuselage, and fit an MB 152 canopy from the Falcon range (Set No.26, France, Part 1). This will entail cutting away part of the fuselage in front of the cockpit and the section encompassing the aft cockpit windows, then fairing in the aft section of the Falcon canopy. Cut a piece of 0.5 mm card to fit in the bottom of the fuselage as a "roof" over the wheel wells. Discard Parts 33 & 38 and, for attachment in the final stages of construction, make a slimmer upper radio mast from stretched sprue and a new auxiliary gunsight from 0.5 mm rod/sprue plus a brass ring sight (Airwaves No.AC72-16 WW1 Accessories).

Wings: Insert a 1.0 mm strip of card in the wingtip joint between Parts 8 & 9 to correct wheel well misalignment when assembling Parts 5, 8 & 9. Modify the wheel well ends to ensure access to the undercarriage attachment points. To make a landing light in the port wing 12.0 mm outboard of the cannon, file a U-shaped, roughly 2.0 x 2.0 mm notch in the leading edge, cement in with epoxy a section of transparent plastic, file/sand flush and polish. Mask off the wing areas adjacent to the ailerons and flaps, then apply a layer of filler thick enough to just cover the "ribs". When set, sand away filler until the tops of the ribs appear and the ailerons and flaps have flat, smooth surfaces and sharp trailing edges. Plug the holes for the cannon barrels (but not if an MB 152 is being modelled), then drill four machine-gun ports, two in the plugged holes and two 7.0 mm outboard of these. Make larger cannon magazine bulges and a replacement for the undersize and inaccurate oil cooler (Part 28). Drill and file spent cartridge ejection slots. Mate the wings and fuselage and fill the wing-to-fuselage joints. Box in the wheel wells by inserting a piece of card between the wing center section and "roof" behind the wells, another piece of card between the wells, and blanking off the front cavity with smaller pieces of card.

Tail unit: Correct the rudder and elevator hinge lines, and attach a projecting rudder trim tab. Level out the "sag" in the rudder and elevator surfaces by filling and sanding. Make sure the tailplane bracing struts are vertical when seen from the side.

Landing Gear: Modify the tailskid. Reduce the overall lengths of the wheel covers (Parts 22 & 23) to 19.0 mm, thin them, narrow and bevel from the outside the top 2.0 mm so they will fit in the wheel well ends next to the "oleos". Cut the tops off the oleos to reduce their overall lengths to 17.0 mm. Check for fit, reduce wheel cover length if necessary, then cement in place. The tips of the wheel covers should be about 40 mm apart. Shorten the retraction jacks (Parts 32 & 35) and attach them to the oleos, not to the wheel covers. When seen

head on, the jacks should enter the wheel wells 9.0 mm from the outboard ends. Add the wheels (Parts 24 & 25) after painting the model.

Engine/Cowling: Enlarge the diameter of the cooling air intake in the cowling (Part 11) to 13.9 mm (or 11.8 mm for an MB 152). Cut away the part of the carburetor air intake under the cowling ring and hollow out (MB 151 only). Discard Part 10 and substitute either a white metal engine (e.g. Aeroclub EO66), an Engines & Things No.72037 GF 14N, or a part from the spares box. (The diameter of the substitute can be reduced by using a power drill as a lathe and a fine file or a piece of wet'n'dry glued to stiff cardboard.) Remove the cooling air outlet flaps from Part 14 (MB 151 only) and cut away the left-hand stub at the back to allow the engine unit to be canted to port during assembly. Cut a 3.0 mm wide strip of 0.25 mm card, score to represent the GAL grill-type air outlets and exhausts, and impart curvature to facilitate attachment to the assembled model. (Note that on the port side, the upper and longest grill extended downward from the level of the cockpit sill, but on the starboard side there were only the two smaller, lower grills.)

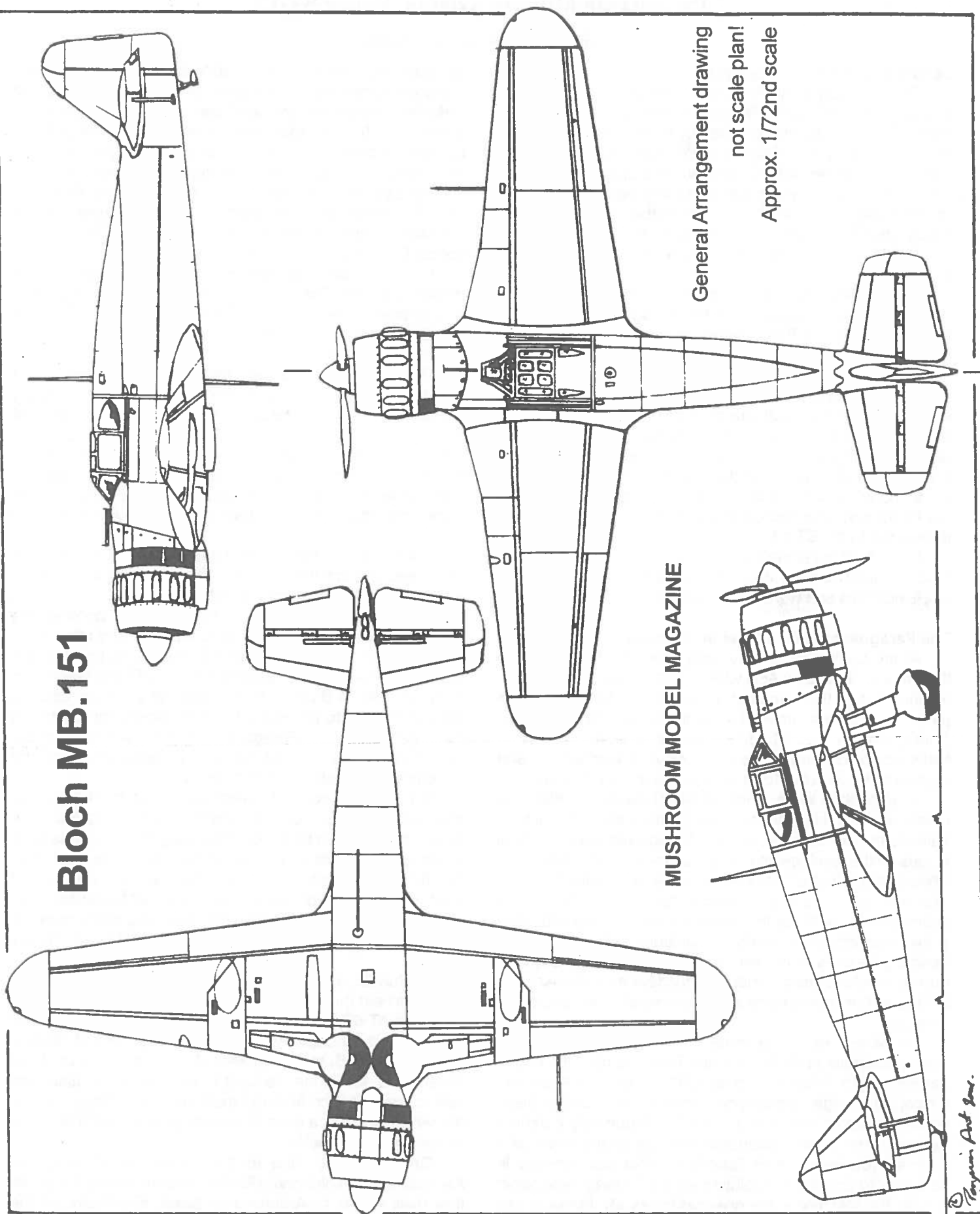
Propeller Unit: Because enlarging the intake has shortened Part 11 (cowling) and Part 10 has been replaced, lengthen the spinner as necessary to position the propeller blades about 1.0 mm in front of the cowling lip. (The propeller blades can also be removed, lengthened with pieces of rod, and cleaned up ready for re-attachment in holes drilled in the modified spinner.) The very thick original propeller shaft must be replaced with one that will fit in the new engine. To ensure the propeller rotates cleanly, fill and drill the back of the white metal engine case, cut and drill a 14 mm diameter disk for the back of the engine, and drill a 3.0 mm hole in the front of the fuselage for the end of the propeller shaft. The propeller can then be rotated or removed for storage or transport.

Painting: Only Humbrol paints were used to finish the model built as described. Since no photo available allows the camouflage pattern actually worn by any EVA MB 151 to be even vaguely discerned, the colors were applied in a non-specific, "generic" pattern based on photos and drawings of French MB 152s. The upper surfaces were first painted with a 5:3 mix of H79 Matt Blue Grey and H34 Matt White, after which patches of H76 Matt Uniform Green and H98 Matt Chocolate were added. All the undersurfaces, including the wheel wells and insides of the wheel covers, were painted with a 1:1 mix of H87 Matt Steel Grey and H34 Matt White. The entire cockpit, rear decking, visible interior of the fuselage, and inside of the canopy frames were painted H77 Matt Navy Blue and were lightly drybrushed with H56 Aluminium. The gunsight, instrument panel, console and "boxes" were painted H33 Matt Black, the oxygen bottle H56 Aluminium. The spinner and propeller were painted H85 Coal Black, the auxiliary gun sight H33 Matt Black, the wheels H56 Aluminium and H67 Tank Grey. A coat of gloss varnish was applied prior to decalling.

Decals: EVA roundels 8.0 mm in diameter were applied on the fuselage and roundels 11.5 mm in diameter under the wingtips. The code "Delta 176" was made up using a cut-down "7" from the spares box to modify the 5.5 mm high

Continued on page 56

Bloch MB.151



MUSHROOM MODEL MAGAZINE

General Arrangement drawing
not scale plan!
Approx. 1/72nd scale

Penquin Art Inc.

Paraguayan Military Aviation Vultee BT-13

Antonio Luis Sapienza Fracchia

Lend-Lease BT-13 for Paraguay

The Paraguayan Air Arm got a total of 10 Vultee BT-13A through the Lend-Lease Program of the American Government. This delivery was covered by Lend-Lease Project Nr. PG-24. The first five Valiants were flight delivered, being accepted at Brownsville, Texas, on 16 October 1942. They were flown south by American pilots who handed them over to the Paraguayan Air Arm in December of that year, at Ñu-Guazú AFB near Asunción. The other five were apparently delivered in crates from New York and they arrived in Asunción in January 1943.

In July 1943, the entire fleet of Valiants were in service with the Training Squadron of the Paraguayan Air Arm at Ñu-Guazú AFB. The Paraguayan Valiants continued to carry the original overall aluminum color scheme with a matt black anti-glare panel. The Paraguayan flag colors were painted on the rudder with a yellow star on the white stripe. The roundels were painted in the usual four positions on the wings and, as for the PT-19s, the Valiants were serialled using the last two digits of the original USAAF serial number which were painted in black square numbers on the rear of the fuselage. According to the procedures of that time, pilots were first trained in the PT-19 and after completing some 100 hour, they were transferred to the BT-13.

In 1944, all ten aircraft were still in use, but by September 1945 at least two were not in flying conditions due to some small incidents and were in maintenance.

The Paraguayan BT-13 Fleet in "Combat"

At the beginning of 1947, only four BT-13 were on the flight line at Ñu-Guazú AFB while the other six were in maintenance. When the revolution broke out in March, the rebel pilots took three airworthy Valiants and flew them to Concepción in order to form the Revolutionary Air Arm. Maintenance officers of the Loyal Air Arm worked day and night in order to put at least six Valiants in service again.

As described in the article of the PT-19 (SAFO #95), the rebels painted a black V (for Victory) on the fuselages of their Valiants, and the Loyal Air Arm BT-13 received red-white-blue stripes on the fuselage and wings (as the Fiat CR.20bis in the Chaco War). The Valiants were used by both sides for recce missions and on some occasions to drop bombs on the enemy positions. Since they were not fitted with bomb racks at the beginning of the conflict, small bombs were thrown "by hand" by the crew in the rear seat. Mechanics of the Loyal Air Arm were able to install a rudimentary device on at least three BT-13s so they could carry a medium-sized bomb under the fuselage.

On March 16, some rebel PT-19 and BT-13 bombed enemy positions in Belén-Cué and Paso Né near the city of San Pedro. On March 22, two rebel BT-13 flew over Asunción, the capital, at night and dropped some bombs. One of these bombs impacted the Vienna Hotel, but fortunately it did not explode. That bomb penetrated the roof of the room of a German journalist, Karl Smelling, who had arrived in Paraguay to cover the revolution for the *Zeitung* newspaper of Köln. It is told that, in the previous hours, Mr. Smelling had been drinking a lot of "caña" (the Paraguayan strong whisky)

and returned to his room completely drunk and went to sleep. Apparently, the noise of the bomb breaking the roof did not wake him, but alerted the hotel personnel who knocked Mr. Smelling's door desperately. When Mr. Smelling finally opened the door complaining because of the noise, the hotel manager told him about the bombing which he did not believe until he saw the bomb next to his bed. This anecdote also tells of a German gentleman running down the street wearing only his underwear! Another bomb fell in the San Antonio soccer field and exploded, with no casualties.

On March 23, two rebel BT-13s bombed government positions at Viñas Cué. Others threw revolutionary propaganda pamphlets over Asunción. On March 29, rebel PT-19 and BT-13 bombed the government army strongholds in Campo Grande, Luque, and Limpio.

On April 3, some government Air Arm T-6 and BT-13 bombed the rebel ship *Pollux* at Tacurú-Pucú; badly damaged the ship was forced to take shelter on the shore of the Paraguay River. On April 28, two Vultee BT-13 of the Government Air Arm bombed another rebel ship, the *Tte. Pratts Gill*, that was carrying rebel troops, light weapons, and 3333 ammunition to the south of the country causing some casualties and damages which did not allow it to navigate.

During the months of May and June, BT-13 on both sides were used in recce missions over the enemy positions along with bombing of troop concentration.

On July 8, government PT-19 and BT-13 bombed the rebel positions in Ybapovó, Puerto Milagro, and other positions. On July 13, government T-6 and BT-13 bombed the gunships *Paraguay* and *Humaitá* which had been taken over by rebel crew in Buenos Aires some days before, causing some damages to the *Humaitá* which looked for shelter on the Argentine side of Paraná River some 5 km north of the city of Ytuzaingó. The AA fire of both gunships made the government aircraft return to their base.

On July 16, two BT-13 were purchased by the government from civil sources in Argentina and flown to Asunción by two Paraguayan pilots. Unfortunately, both Valiants were lost in accidents before they could be used in the revolution. The first BT-13 crashed in Paraguayan territory due to bad weather killing its pilot, and the other reached Ñu-Guazú AFB, but crashed severely injuring both members of the crew, Lt. PAM César Augusto Giménez and 1 Sgt. MAM Néstor Vera y Aragón.

On July 28, rebels PT-19 and BT-13 bombed government positions near the city of Concepción. On July 31, one Vultee BT-13, an AT-6C, and a Beech UC-45F of the Government Air Arm, crewed by Capt. PAM Velázquez, Sgt. M.A.M. Serrati, Lt. PAM Ayala Britos, Sgt. MAM Areco, and 1st. Lt. PAM Abraham Giubi Redes, decided to join the rebel cause and flew to Pto. Pinasco first and then on to Villa Hayes, where the rebels had built a base in order to prepare the final attack on the capital Asunción.

On August 20, due to the ill-fated rebel attack on Asunción, the revolutionary Air Arm disbanded and the crews flew their planes to Argentina or Brazil. Eventually, all the aircraft were returned to the Paraguayan Air Arm after the

conflict.

Between the months of October and December 1947, all the surviving planes were gathered at Ñu-Guazú AFB. Surprisingly, the original fleet of BT-13, all ten aircraft, were there although most of them were in really bad shape. The maintenance crew managed to repair six of them during the next few months and returned them to active service. The other four were kept in storage.

The Paraguayan Air Arm BT-13 in the 50's and 60's

In the mid-1950's, the FAP decided to reserialled all its aircraft using a four-digit system. Although not all the Valiants were in active service at that time, all of them received new serials (see table). The FAP maintenance unit were able to repair another two BT-13, reaching a total of eight aircraft in service at that time. The other two were withdrawn from use and used as a source of spare parts for the rest of the fleet.

The Valiant was very appreciated by the Paraguayan pilots and there were no fatal accidents during the rest of its operational life in the FAP. By the mid-1960's, some five Valiants were still flying, but the FAP was already asking Brazil to provide some T-6 for its training program. The Brazilian Texans did not arrive in that decade, but in the 70's, so instead, the FAP purchased Neiva L-6 Paulistinha, and the U.S. government, through the Military Aid Program, donated some Cessna U-17. At that time, the FAP Valiants still kept their overall aluminum color scheme, with a matt black anti-glare panel. The only addition was a red ring on the cowling.

At the end of the 60's, only one Valiant, serialled 0051, was in flying conditions, but it was withdrawn from use in 1970. It was kept in pristine conditions for almost a decade and it was kept intact until 1979 when it was last seen that way. Then, as it happened with so many "historic" aircraft in Paraguay, it was abandoned and thrown into the FAP cemetery at Ñu-Guazú AFB. I happened to see #0051 in 1990 before it was sold in an auction to an American in 1991. I am sure this Valiant is now flying in the US and hope a reader can send me a picture of it soon.

Valiants for the Paraguayan Naval Aviation

On April 12, 1960, Argentine Naval Aviation donated three Vultee BT-13A to its Paraguayan counterpart (ANP) through the Naval Mission in Paraguay. The ANP Valiants kept the Argentine color scheme, consisting in light gray (top) and white (bottom) with a matt black anti-glare panel. The Paraguayan flag colors were painted on the rudder (no yellow star in the white stripe), and, instead of roundels, the ANP Valiants kept the black anchors in four wing positions. The serials were painted in black square letters and numbers on the rear fuselage and also on the cowling.

In 1965, Valiant NAVAL 125 was lost in an accident on the Paraguay River. The plane was flying at low level and suddenly the landing gear touched the water and the plane crashed, staying in an inverted position. The pilot, Lt. PAN José R. Ocampos Alfaro, survived the impact but he could not unfasten his harness. Then he remembered he had packed a hunting knife; he got it and cut the harness and swam away from the wreckage. This officer made a long career at the Navy. In 1981, he was appointed as the Commander of the Naval Aviation. In 1989, he flew combat mission in a Esquilo helicopter against the dictator Stroessner. Many years later,

he was the Commander of the War Fleet of the Paraguayan Navy, and, in 1998, Commander of the Paraguayan Navy. In 1999, he was the Commander of the Joint Chief of Staff, being promoted to the rank of Admiral. Finally, in the year 2000, he was designated Minister of Defense of the present government.

The other two Navy Valiants continue in service until 1968 when they were replaced by the newly-acquired Cessna U206 fleet which were more appropriate for Naval Aviation needs. The Navy Valiants operated from the Asunción International Airport and from the Naval base of Sajonia in Asunción. Unfortunately, neither of the two surviving Valiants were preserved.

Paraguayan Air Arm Vultee Fleet

Aircraft	c/n	USAAF s/n	FAP s/n	Four-Digit s/n
Vultee BT-13A	7228	41-22798	98	0051
Vultee BT-13A	7229	41-22799	99	0053
Vultee BT-13A	7230	41-22800	100	0055
Vultee BT-13A	7231	41-22801	101	0057
Vultee BT-13A	7232	41-22802	102	0059
Vultee BT-13A	8128	42-1364	64	0061
Vultee BT-13A	8129	42-1365	65	0063
Vultee BT-13A	8130	42-1366	66	0065
Vultee BT-13A	8131	42-1367	67	0067
Vultee BT-13A	8132	42-1368	68	0069
Vultee BT-13A	1778	Ex-Compañia Aerotécnica SRL LV-NNW	no serial crashed on delivery	
Vultee SNV-2	?	Ex-US Navy Bu 52372. ex-Compañia Aerotécnica SRL LV-NYN	no serial crashed on delivery	

Paraguayan Naval Aviation Vultee Fleet

Aircraft	c/n	ANA s/n	ANP s/n
Vultee BT-13A	?	0152/1-E-110	NAVAL 110
Vultee BT-13A	?	0167/1-E-125	NAVAL 125
Vultee BT-13A	3583	0168/1-E-129	NAVAL 129

Acknowledgments

The author would like to thank Dan Hagedorn for the information on the Lend-Lease Valiants, Francisco Halbritter on the civil Argentine Valiants, and Jorge Félix Núñez Padín on the ANA Valiants. Thanks also to Lt. Col. MAM Pablino Vera, Col. MAM Agustin Pasmor, Daniel Ferro, the Paraguayan Air Force, and the Paraguayan Naval Aviation for their kind permission to reproduce the photographs.

Antonio Luis Sapienza Fracchia (SAFCH #1160), PO Box 2721, Asunción, Paraguay.

Photo Captions (photos on page 38)

a. The official delivery of the first five BT-13 in December 1942 at Ñu-Guazú AFB. The third person on the left, Paraguayan Air Arm's Commander, Lt. Col. Pablo Stagni, is receiving the documents of transfer from two American pilots. Capt. Job Von Zastrow (first on the right) is a Chaco War veteran. (FAP)

b. A line up of BT-13s at Ñu-Guazú AFB in the early 40's. (Lt.Col. MAM Pablino Vera)

c. An unidentified BT-13 flying with an AT-6C on August 15, 1943, over Ñu-Guazú AFB. (Lt.Col. MAM Pablino Vera)

Continued on page 65

Cessna 172 and T-41 Mescalero in Latin American Air Force

Jorge Delgado, Hal Ahrens, and Dan Hagedorn

[Ed: The table is a combination of information given by Hal and Dan. The drawings and captions are by Jorge with additions and corrections to the captions by Dan. To avoid confusion, I have not tried to further identify the contributions of each author, but I have identified Dan when he is expressing an opinion.]

Country	Number	Type	Serials
Argentina	6 5 ⁽¹⁾	T-41D 172	AE-051/055,059
Chile	14	T-41D	201/214
Colombia	30	T-41D	401/430
Costa Rica	2 ⁽²⁾	T-41	
Cuba	1 ⁽³⁾	172	
Dominican Rep.	8	T-41D	
Ecuador	18	T-41D	433/444, AN-205/206, ANE-107, ANE-212, ANE-107
Guatemala	15 ⁽⁴⁾	172	
Haiti	1 ⁽⁵⁾		
Honduras	5	T-41D	217/221
Nicaragua	6 ⁽⁶⁾		
Panama	1 ⁽⁷⁾	T-41D	007
Peru	27	T-41D	422/440, 443, OB-1793/OB-1799
El Salvador	4	T-41A	90/93
Surinam	1 ⁽⁸⁾		
Uruguay	7	T-41D	600/606
Venezuela	4 ⁽⁹⁾	172	EV8013, 8017, 8019, 8221
	2 ⁽¹⁰⁾	172	GN6506, 7954

(1) The Argentine Gendermeria Nacional is alleged to have acquired five 172s in November 1965, although I (Dan) have seen no proof of this.

(2) The Costa Rican Seguridad is alleged to have received two T-41s in 1985, but I (Dan) have no confirmation.

(3) Castro is known to have acquired at least one Cessna 172 for use in the Sierra Maestra.

(4) The Fuerza Aerea Guatemalteca operated at least fifteen 172 including R172K Hawk XP and 172L variants as early as February 1964.

(5) The Haitian Air Corps had at least one 172 c. 1980.

(6) The Nicaraguan Air Force operated at least six mixed 172L and 172K variants commencing in March 1977, although they had one earlier variant c. 1958.

(7) The Panamanian Air Force operated at least one 172/T-41 (often given as 007).

(8) The Surinam Air Force had one 172 given as SAF 008, but this may be a spotting error for a 182.

(9) The Venezuelan Army had at least four 172s (two of them 172Ls).

(10) The Venezuelan National Guard had at least two 172s.

1. Aviacion del Ejercito Argentino.

At least seven T-41s served with the Argentine Army. Serial numbers AE-051 through AE-056 and AE-058 are confirmed and suggest that AE-057 and AE-058 may also have been either T-41s or Cessna 172 used by the Army. They were used as primary trainers and also as hacks.

2. Fuerza Aerea Colombiana.

Thirty T-41 were delivered to Colombia starting in December 1968. They were assigned serial numbers 401-430 and were used at the flight school at Air Base Marco Fidel Suarez at Cali together with the T-34. The surviving aircraft were all reseried in the 2400 range (the lowest known is 2403 and highest 2430). A total of 20 are known to have received the four digit serials. Although the aircraft are probably correctly identified as T-41D, it is interesting to note that there are no known U.S. serials for them. If they in fact had no U.S. serials, are they, strictly speaking, T-41s?

3. Fuerza Aerea Ecuatoriana.

In 1965, the Ecuadorian Air Force received eight Cessna 172F commencing in July 1965. (They have been identified (erroneously, I believe) as T-41As. Serials assigned were FAE 835 to 838, 840 and 841, 845 and 847 because, at that time, the FAE utilized the last three digits of the prior military serial and/or manufacturer's serial number as their own serial. Thus, the eight 172Fs were c/n 172F-52835, etc. A couple of these 172s are still flying with local aero clubs and another one is on exhibition at their Air Force Museum in Quito.

4. Fuerza Aerea Ecuatoriana.

In 1970, the Ecuadorian Air Force received twelve T-41D with the serial numbers 0433-0444. When delivered, the aircraft had the FAE equivalent of "buzz numbers. For example, FAE 0434 was marked TP-434 on the fuselage as well as 0434 on the vertical fin. They were used for primary and instrument training at the flight school Cosme Renella in Salinas. They were replaced by the Cessna 150s and were assigned to different squadrons to be used for VIP and liaison duties. During their operations career, they wore at least four different paint schemes.

5. Fuerza Aerea Uruguaya.

The Uruguayan Air Force has used at least seven T-41s. They used the 600 series of serials which is assigned to trainers. The serials known are FAU 600 to 606, and although FAU 607 has been suggested, I (Dan) have absolutely no confirming reports. Seven aircraft, coincidentally, matches the total of U.S. serials known to have gone to Uruguay. the first FAU T-41D was delivered 27 November 1969. In service, they were painted in a very flashy, high visibility, white and orange color scheme similar to that used on their T-34A which are used for advanced training.

6. Fuerza Aerea Paraguaya.

The Paraguayan Air Force received from the US Military Assistance Program to Latin America five T-41D and one T-41B. Originally, they were given serial numbers 01, 03, 05,

07, and 09 in order to become part of the training and transport squadrons. At the present time, only two of them remain in operation with new serial numbers 0201 and 0202.

7. Ejercito de Chile.

The Chilean Army received eighteen Cessna R172 Hawk XP11's. When delivered, they were marked as CC-101 to CC-118 and the customer was announced as the Club Aereo Ejercito de Cuba, which I (Dan) believe was a combination of an amiable deception to appease State Department folks who didn't want to be seen approving export licenses for "military aircraft to Chile c. June 1978. They were given serial numbers 101-118. During their service with the Army, they have been painted in various color schemes. It should be noted that the Chilean Army used a red shield with a white star while the Air Force used a blue shield with a white star as tail markings.

8. Fuerza Aerea Hondurena.

The Honduran Air Force received five T-41D in 1973 for their military flight school. They used serial number 217-221. No U.S. serial numbers have been identified as having been assigned to T-41D for MAP to Honduras. Cessna states that the aircraft were Cessna R172Hs although they probably received MAP support for spares, etc. as "T-41D equivalent" aircraft. At least three others are known to have been added later, including 222, 224, and 225. They were painted in the highest visibility color scheme ever seen in Latin America as shown in the drawing. On the wing tips and tail, they carried the national colors of light blue and white with a light blue star.

9. Fuerza Aerea Boliviana.

The Bolivian Air Force used both the 172K and T-41D. The serial numbers for the 172Ks were 120-122. For the T-41s the serial numbers were 123-128. There have been at least six other 172s used by the FAB, including FAB 129, 311, 250, 317, 211 and 215 although I (Dan) suspect that some of these are probably basic spotting errors. Some of these aircraft are now in civilian service.

10. Fuerza Aerea Salvadorena.

The Salvadorian Air Force had five T-41A of which only two have been identified by U.S. serials, which suggests that some may have been commercially acquired 172s. They also received one T-41C under MAP and three T-41Ds. Serials have run from FAS 90 to 97 and one of the T-41As wore YS-08N for a time, although it was under FAS control at the time, the "N" (Nacional) suffix indicating that it was a government owned, operated aircraft. The serial numbers that we know of are 90-93. These numbers were painted in white with a small national flag on the fin.

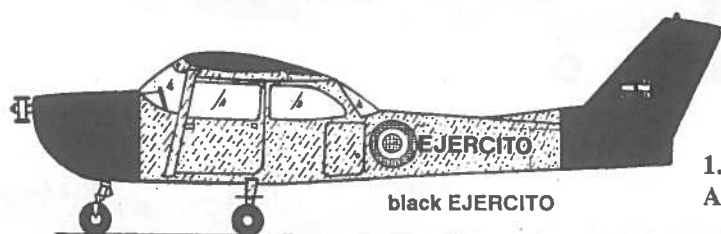
11. Fuerza Aerea del Peru.

The FAP acquired 25 T-41As, of which only 20 (initially) acquired FAP serials. The other six were issued quasi-civil registrations for use by the Government-operated civil flying school (EDACI). Known to have been assigned were 422, 424 to 440 and 443. It should be noted that these aircraft carried "fiscal year" prefixes of 66- on the FAP ledgers, but never on the actual aircraft, as far as I (Dan) am aware. The FAP also acquired at least 15 T-41Ds as FAP 400 to 414, although serials above this (e.g., 416, 419, 420, 421, 441, 442) are also known. Many of these passed to the EDACI, where they gained quasi-civil registrations, which they carried in addition to their FAP serials. Still later, the survivors appear to have been re-serialied in the 900 series, also with dual quasi-civil registrations (e.g., FAP-902/OB-1-1049). It is very confusing, as only the FAP can.

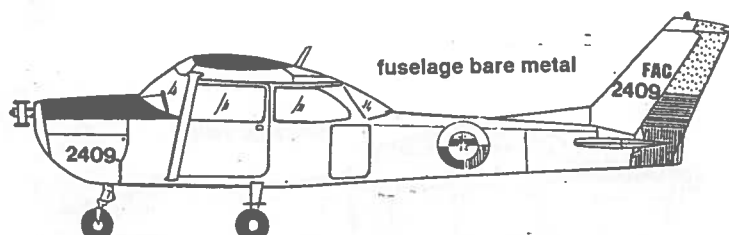
12. Fuerza Aerea Dominicana.

At least 10 T-41s were delivered to the FAD, and serials suggest a higher number. Known are FAD 1505-1508 and FAD 1511, 1513, 1515 and 1518. They were used primarily as trainers with communication duties as a secondary tasking.

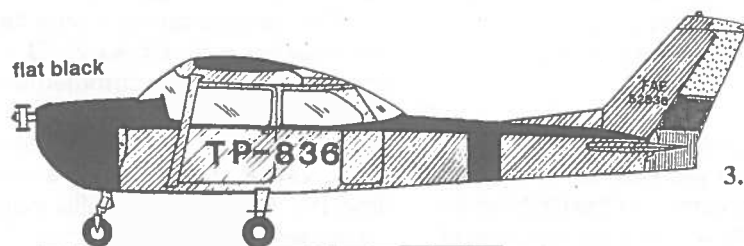
Jorge Delgado (SAFCH #862), PO Box 2207 - URDESA, Guayaquil, Ecuador. Harold E. Ahrens (SAFCH #216), 3421 La Mesa Dr., Hayward, CA 94542, USA. Dan Hagedorn (SAFCH #394), 13125 Pennerview Lane, Fairfax, VA 22033, USA.



1. T-41 Avicion del Ejercito Argentino AE-050

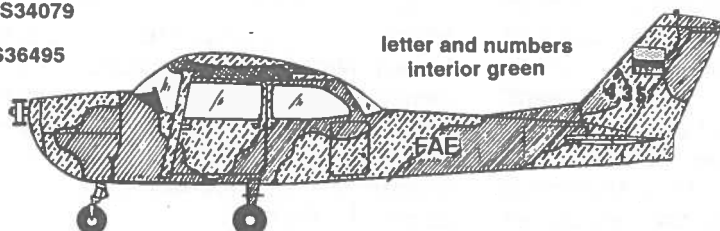
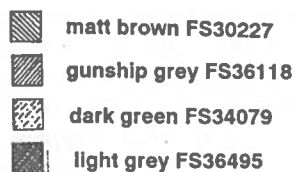
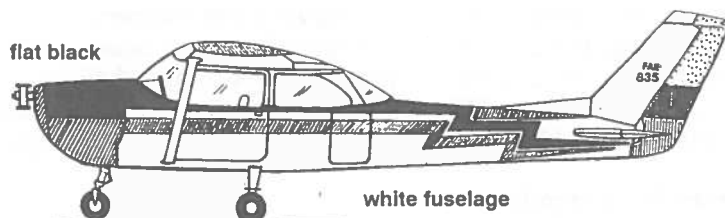


2. T-41 Fuerza Aerea Colombiana



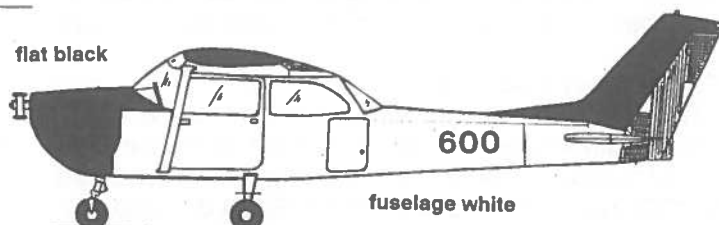
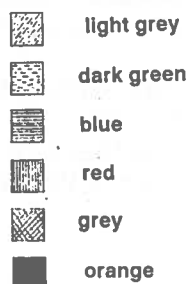
3. T-41A Fuerza Aerea Ecuatoriana

3a. Cessna 172F Fuerza Aerea Ecuatoriana Escuadron de Rescate

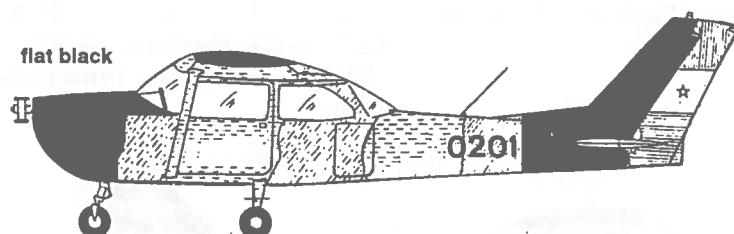


4. T-41D Fuerza Aerea Ecuatoriana

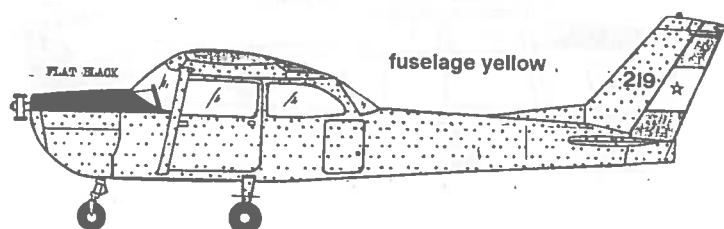
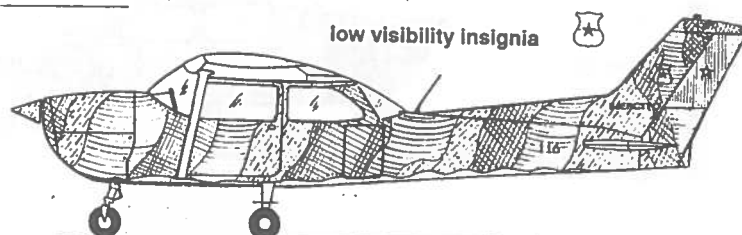
5. T-41D Fuerza Aerea Uruguay



6. T-41 Fuerza Aerea Paraguaya

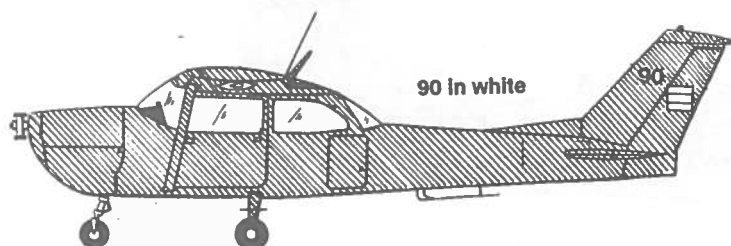
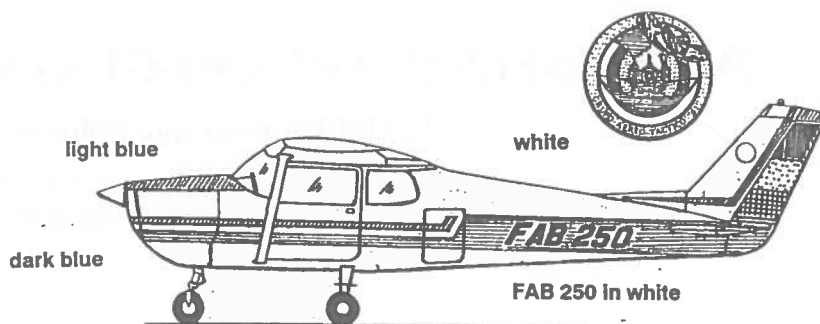


7. Cessna 172K Ejercito de Chile



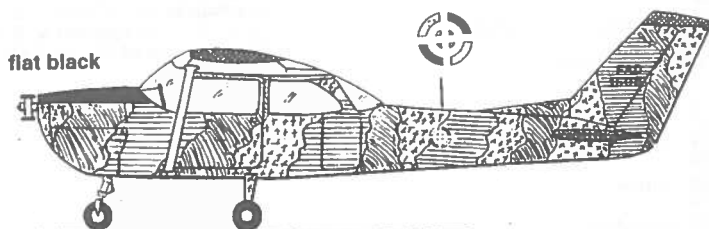
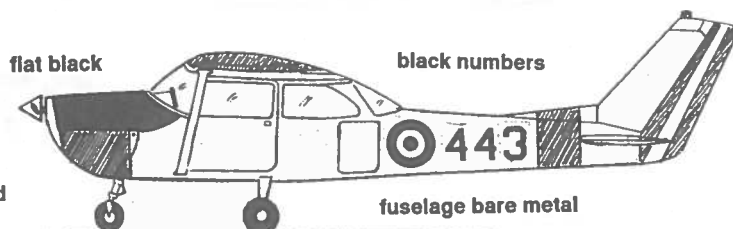
8. T-41D Fuerza Aerea Hondurena

9. Cessna 172 Fuerza Aerea Boliviana



10. T-41A Fuerza Aerea Salvadorena

11. T-41A Fuerza Aerea del Peru



12. T-41D Fuerza Aerea Dominicana

The MAP Mescaleros

Hal Ahrens and Dan Hagedorn

[Ed: The following article was the original idea of Hal Ahrens with correction and additions by Dan Hagedorn.] Supplying the Cessna T-41 to MAP countries was one of the more intelligent moves made by the USAF. It provided a simple-to-maintain aircraft with a multitude of uses to countries with limited resources rather than complex fighters and bombers that they could not maintain. Of course, this was probably not to the liking of the macho air force types in the MAP countries, but it gave more bang for the buck.

Type	Number	Assignment	Serial
T-41A	26	Peru	66-8007/66-8032
T-41D	34	Philippines and South Vietnam	68-8944/68-8977
	20	Greece	69-7181/69-7200
	6	Bolivia	69-7274/69-7279
	4	Uruguay	69-7676/69-7679
	9	Indonesia	69-7680/69-7688
	4	South Vietnam	69-7689/69-7692
	16	South Vietnam	70-1592/70-1607
	1	Greece	70-1962
	7	Indonesia	70-2021/70-2027

25	Turkey and Cambodia	0-2037/70-2061
1	Uruguay	70-2456
8	South Vietnam	71-1051/71-1058
4	Dominican Rep.	71-1059/71-1062
10	Turkey	71-1458/71-1467
3	South Vietnam	72-1334/72-1336
2	Unknown	72-1384/72-1385
30	Turkey and Cambodia	72-1408/72-1437
6	Turkey	72-1470/72-1475
1	Ecuador	73-1577
5	Argentine Army	73-1659/73-1663
1	Cambodia	74-1724
4	Dominican Rep.	74-2093/74-2096
1	Paraguay	74-2113
3	unknown	75-732/75-734
3	Ecuador	75-1608/76-1610

Total 234

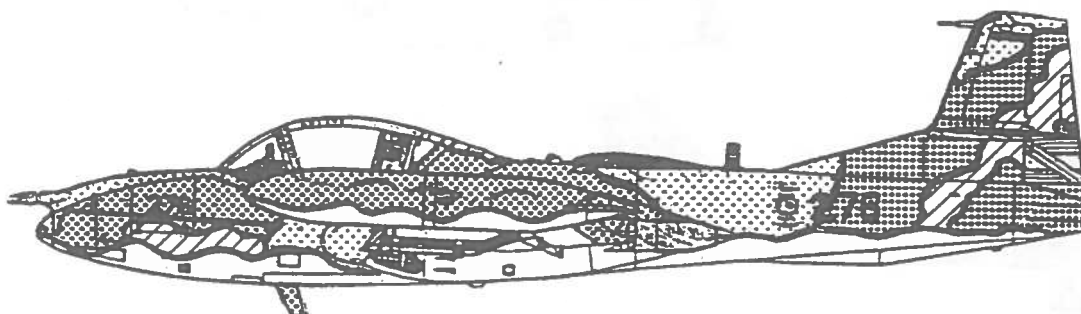
Harold E. Ahrens (SAFCH #216), 3421 La Mesa Dr., Hayward, CA 94542, USA. Dan Hagedorn (SAFCH #394), 13125 Pennerview Lane, Fairfax, VA 22033, USA.

DRAGONFLY IN THE URUGUAYAN AIR FORCE:

Initial Camouflage Schemes

Drawings and Text: Eduardo Luzardo (SAFCH #1383)

English Translation: Gary Kuhn (SAFCH #257)



276



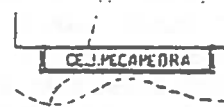
-  dark green FS34079
-  medium green FS34102
-  tan FS30219
-  light gray FS36622
-  dull blue
-  dull red
-  dull black

Cessna A-37B, FAU 276, as seen in December 1976. This aircraft (c/n 43546; USAF 75-416) was one of eight acquired from the factory in 1976. All the A-37s of the Uruguayan Air Force/Fuerza Aerea Uruguaya (FAU) have been employed by Grupo de Aviacion No. 2 (caza), currently Escuadron Aereo No. 2 (caza) - Second Fighter Squadron. Its initial base was Brigada Aerea I, at Carrasco, adjacent to the capital, Montevideo. All stenciling, in Spanish, was applied at the factory. Note the absence of unit insignia.

Insignia of Group Two
Field sky blue; border yellow; map green;
plane white;
smoke red; stripe blue; lettering yellow

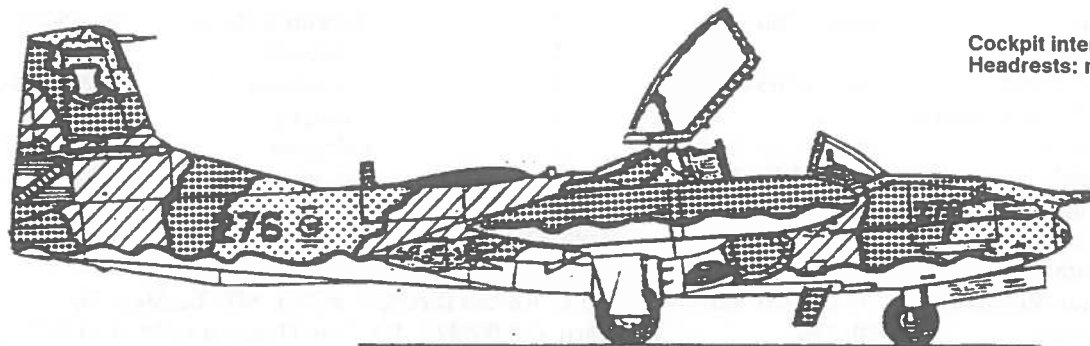
AU 276 and 270 were lost in a midair collision in October 1987.

Aircraft 276 in March 1987 with the same color scheme, but rather worn after ten years of service. At this time it was based at Brigada Aerea II in Durazno, where the unit had moved in March 1980. The group insignia is now painted on both sides of the vertical stabilizer, and the "bandera" (flag/banner of the national hero General Artigas) has its diagonal stripe inverted. The other drawings show the strip is painted in the correct orientation.

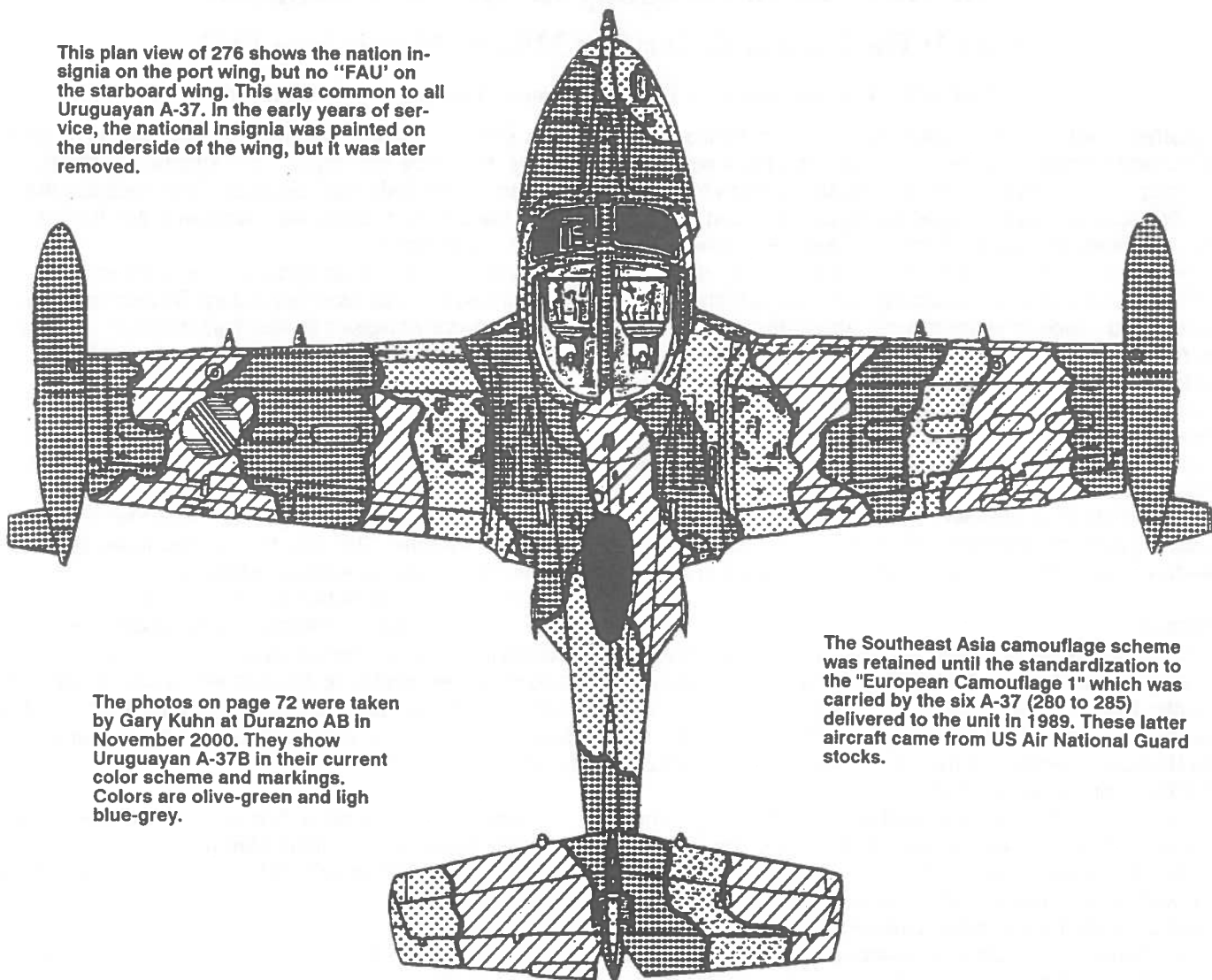


Name of the mechanic beneath the cover of the minigun. Grey background with yellow letters.

Cockpit interior: light gray FS36440
Headrests: matt red



This plan view of 276 shows the nation insignia on the port wing, but no "FAU" on the starboard wing. This was common to all Uruguayan A-37. In the early years of service, the national insignia was painted on the underside of the wing, but it was later removed.

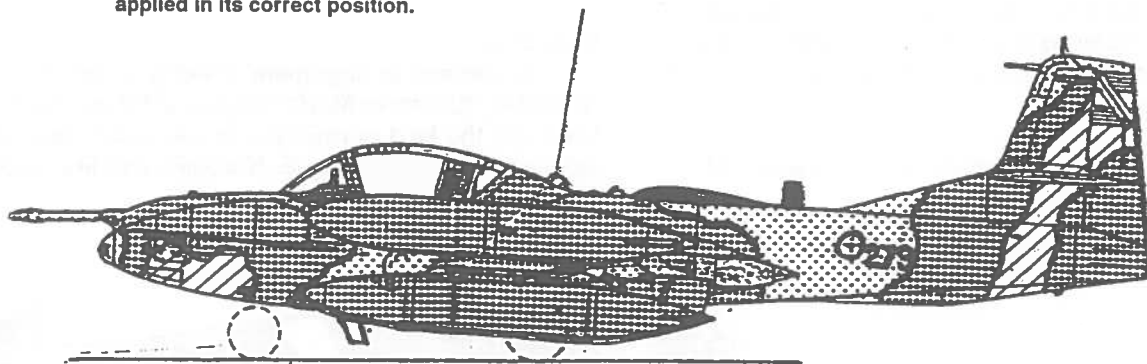


The photos on page 72 were taken by Gary Kuhn at Durazno AB in November 2000. They show Uruguayan A-37B in their current color scheme and markings. Colors are olive-green and light blue-grey.

The Southeast Asia camouflage scheme was retained until the standardization to the "European Camouflage 1" which was carried by the six A-37 (280 to 285) delivered to the unit in 1989. These latter aircraft came from US Air National Guard stocks.

279

Aircraft 278 and 279 were obtained as replacement for 276 and 270. The left-side view of 279 shows an evolved Southeast Asia camouflage prior to its ferry flight to Uruguay in 1988. Note that the bandera is incorrectly painted on the upper part of the rudder. This was quickly painted over and applied in its correct position.



The Aircraft of Uruguayan Military Aviation

Part 1: The Escuela de Aviacion Militar: March/June 1913

Pedro Otto Cerovaz, Fernando Diaz, and Eduardo Luzardo (SAFCH #1383)

[Authors' note: Back in 1993-94, my friend Pedro Otto Cerovaz and I prepared 3-view drawings for a book planned by a group of Uruguayan aviation enthusiasts. The idea was to publish four volumes devoted to the aircraft used by the military services of Uruguay (both FAU and Av. Naval) from their genesis to the present time. We completed the drawings for all the aircraft in the first volume (1913-35); my friend drew the plans and I filled in the markings. Although these books were never punished, all is not lost. We now plan to publish a book on FAU aircraft 1913 to the present (the Aviacion Naval is planning to do their own book), and we will use the new computerized technology now available. I suggested to my friend that we submit our old drawings for publication in SAFO. We plan to write a brief history of each aircraft and our friend Fernando Diaz will join us by translating this text into English. By submitting two aircraft at a time, we anticipate the series to occupy eleven issues of SAFO (22 aircraft in all.)]

1. Farman

Two-seat trainer powered by a 50-hp Gnome Omega. This aircraft was constructed in Argentina by the Chilean Edmunso Marichel and christened "El Aguila" (The Eagle). The aircraft was intended to train a group of ten junior officers of the Uruguayan Army, but the aircraft was destroyed on 24 April 1923 during a ground test.

A copy of the Farman was built at the EAM using some components from the earlier aircraft, including the canard elevator with the name "El Aguila".

It was in this plane that Cesareo L. Berisso, Alferes Uruguayan Army (and aviation pioneer) made the first flight of an Uruguayan pilot in Uruguay. Although still only a trainee, he took off with out permission early in the morning of 2 June 1913 and flew the 50-km distance from Los Cerrillos, location

of the EAM, to Malvin Beach in Montevideo in 1 hour 45 minutes. He made this flight to call attention to the fact that the future of the EAM was uncertain EAM because the contract of the only instructor, the Frenchman Mr. Paillette, was due to the end soon.

A second engineless airframe manufactured at the E. Marichal's works was received in July. By then however, the EAM had already creased its activities due lack of funds and this airframe probably never flew in military service.

2. Bleriot XI

Two-seat trainer powered by a 50-hp Gnome Omega. It was constructed in Argentina by the Chilean Edmundo Marichal.

This aircraft was flown only once by the French instructor Mr. Marcel Paillette. This was the last recorded flight of the short-lived Escuela de Aviacion Militar of 1913.

The airframe was subsequently stored until being converted into a "Pinguino" (Penguin), a short-wing non-flyable machine intended as the first step in the training of cadets at the new Escuela Militar de Aviation which was created on 20 November 1916 at Paso de Mendoza, Montevideo. At this last stage of its career, the aircraft displayed the numeral 'A2' on the sides of its fuselage.

Sources: "Historia de la Fuerza Area Uruguay" Volume One 1995, 1st LT (AV)(R) Juan Maruri.

"Fuerza Aerea 75 Aniversario 1913-1988", 1st LT (AV)(R) Juan Maruri.

Eduardo Luzardo (SAFCH #1383), Picardia M,267 S.37, 91001 Barros Blancos, Uruguay.

Hellenic Blochs

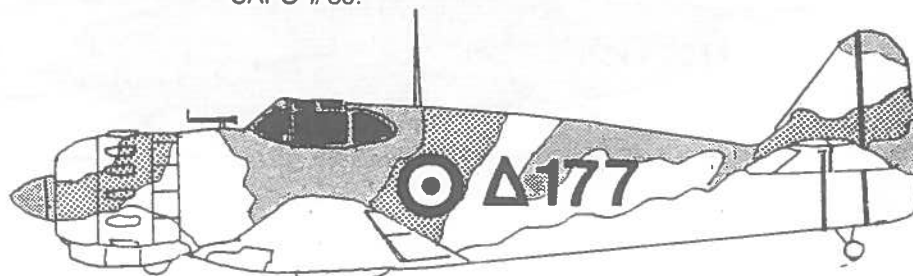
Continued from page 46

"Delta 126" code from the 1/72nd-scale PZL P-24F/G kit marketed by *Spoldzielnia Rzemieslnicza Wielobranzowa* in Bytom, Poland. Following application of a coat of matt varnish, exhaust staining, etc. was simulated with H33 Matt Black and H56 Aluminium

Sid Napier (SAFCH #1521), Burgstrasse 2, Ettingen, CH-4107, Switzerland.

BLOCH MB.152

Standard French Air Force Camouflage
Roundels only on fuselage

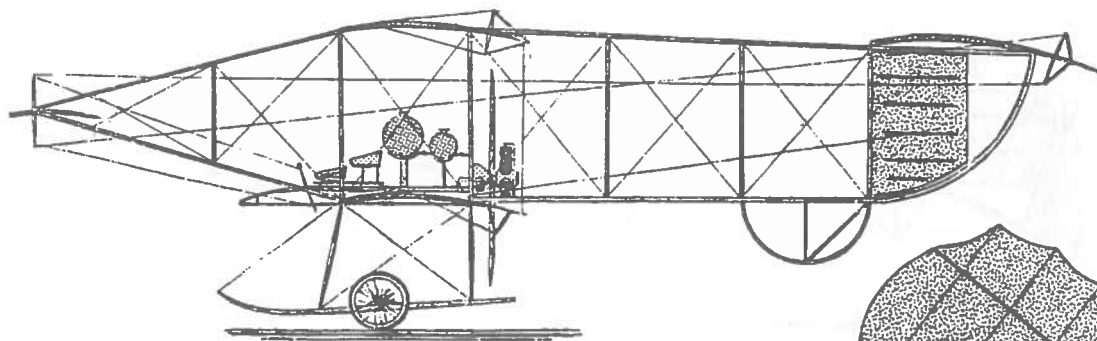


References

Batt, "French Defenders", *Scale Aviation Modeller International*, February 2000.

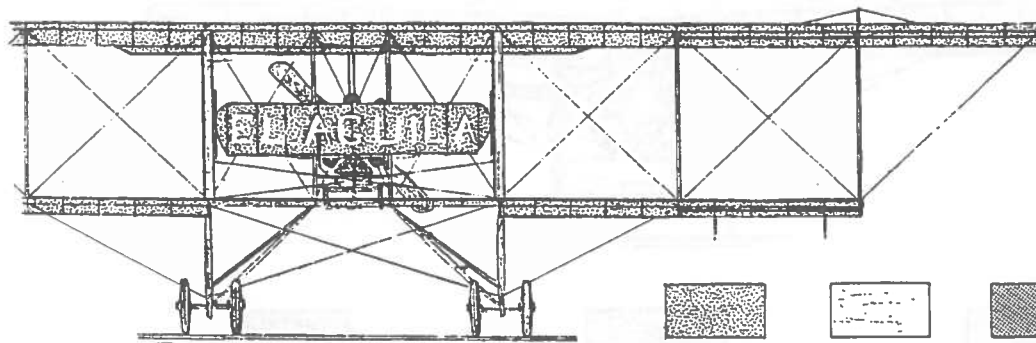
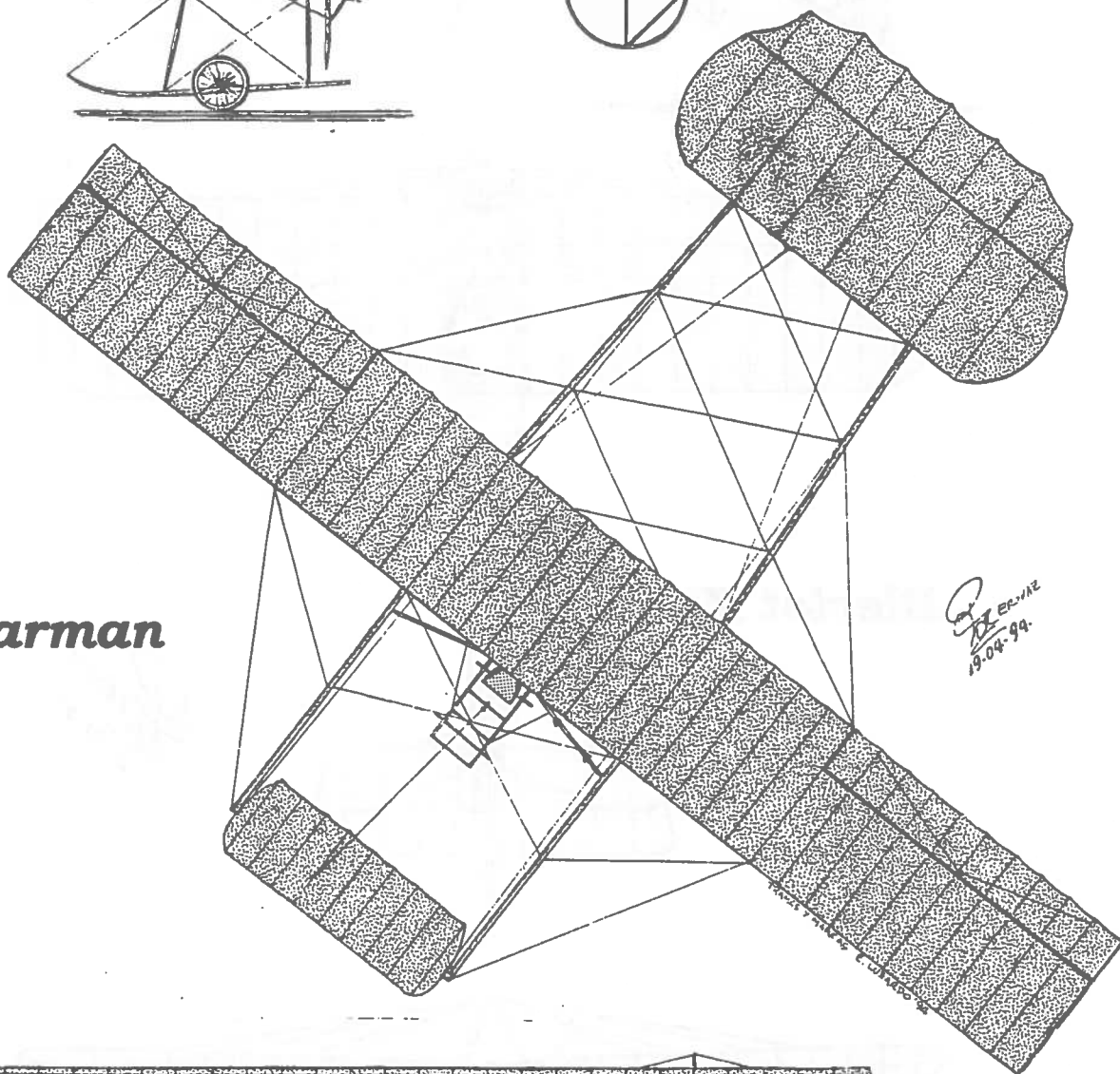
Drawings

The general arrangement drawing on page 11 first appeared in *Mushroom Model Magazine* 5/4 and is reproduced here with the kind permission of their editor and artist. The side-view drawings is by E. Korobilis and first appeared in SAFO #60.

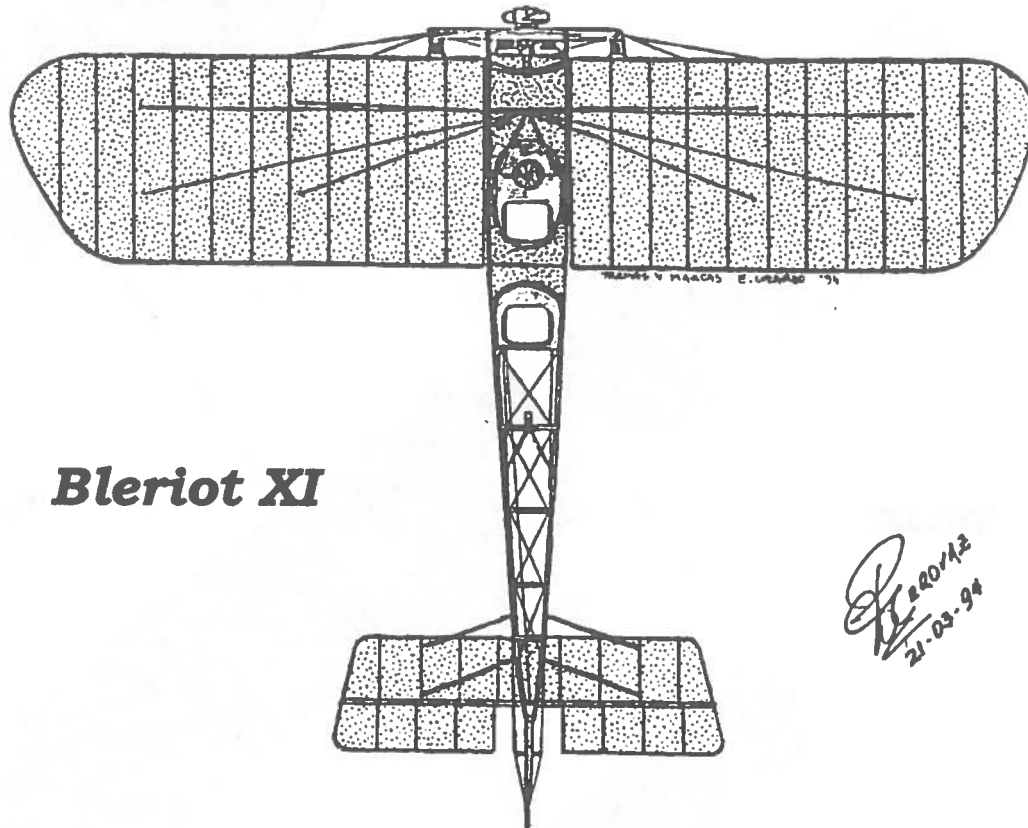
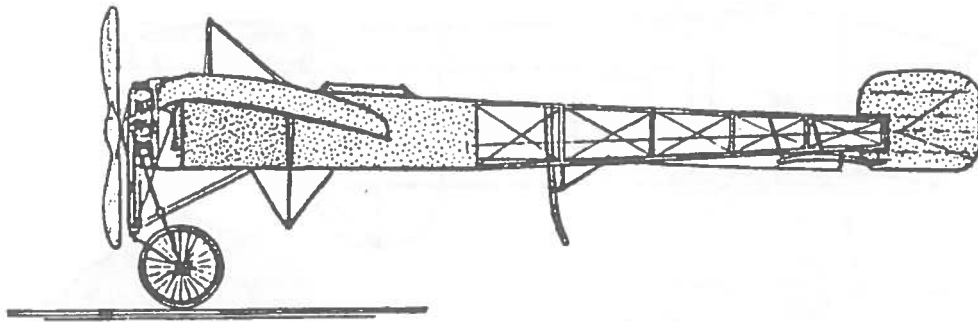


Farman

Dr. E. M. H. E.
19.04.99.

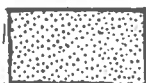
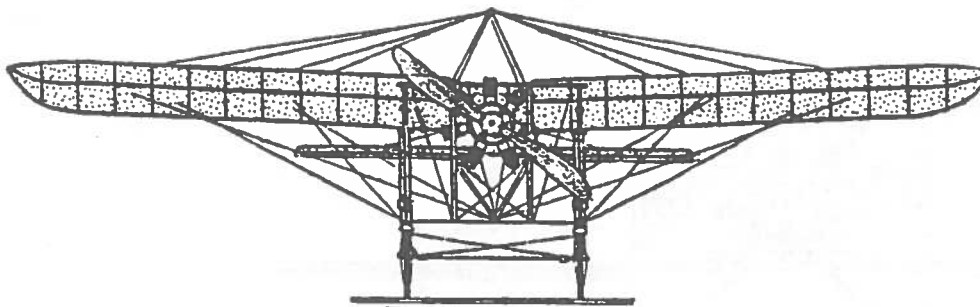


- | | | | |
|---|--|---|---|
|  |  |  |  |
| dope oscuro
dark dope | madera
wood | aluminio
aluminum | cobre
copper |



Bleriot XI

Handwritten signature and date:
21-03-94



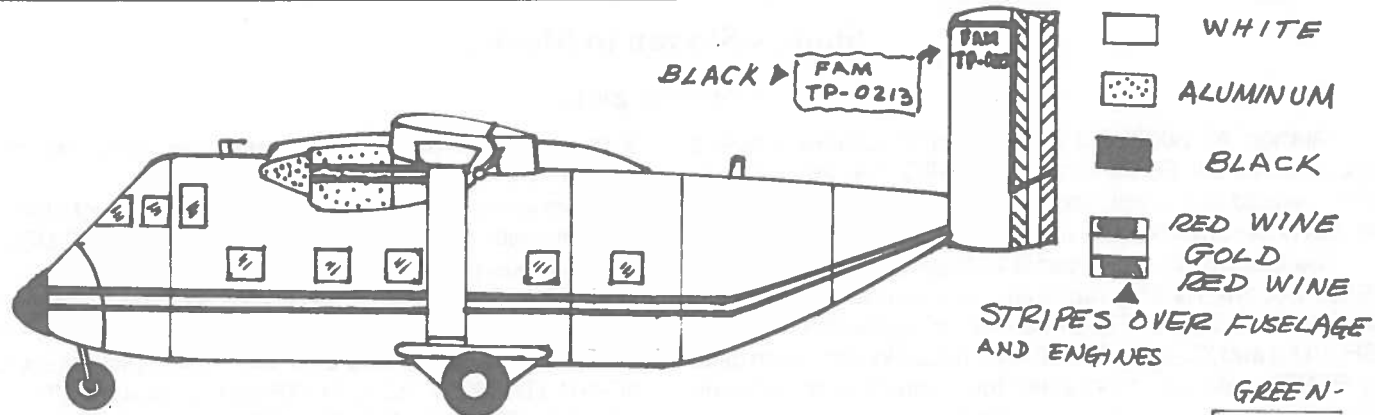
dope amarillento claro
light yellow dope



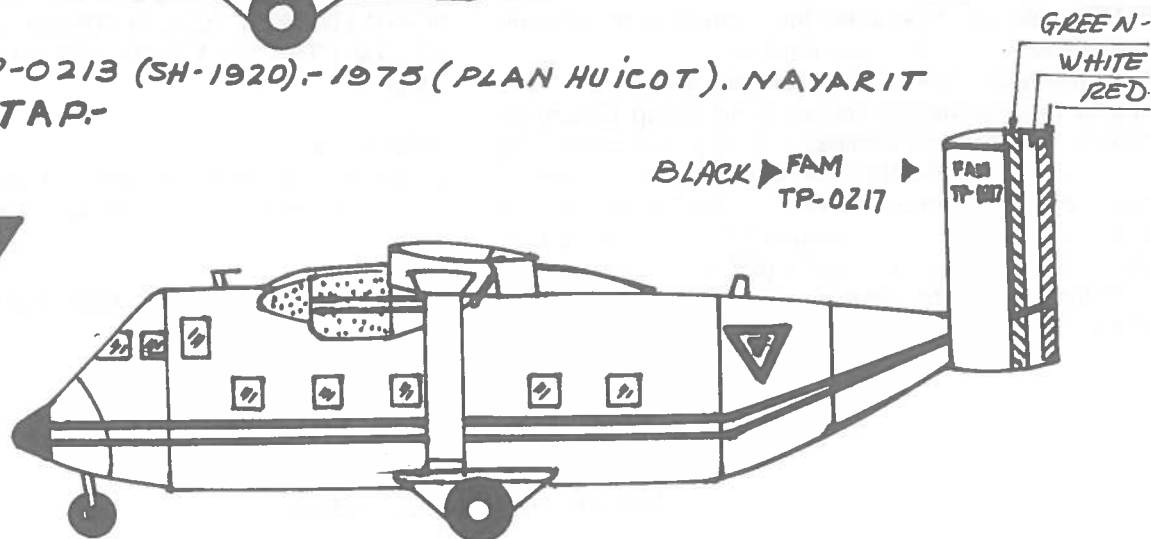
dope amarillento medio
medium yellow dope



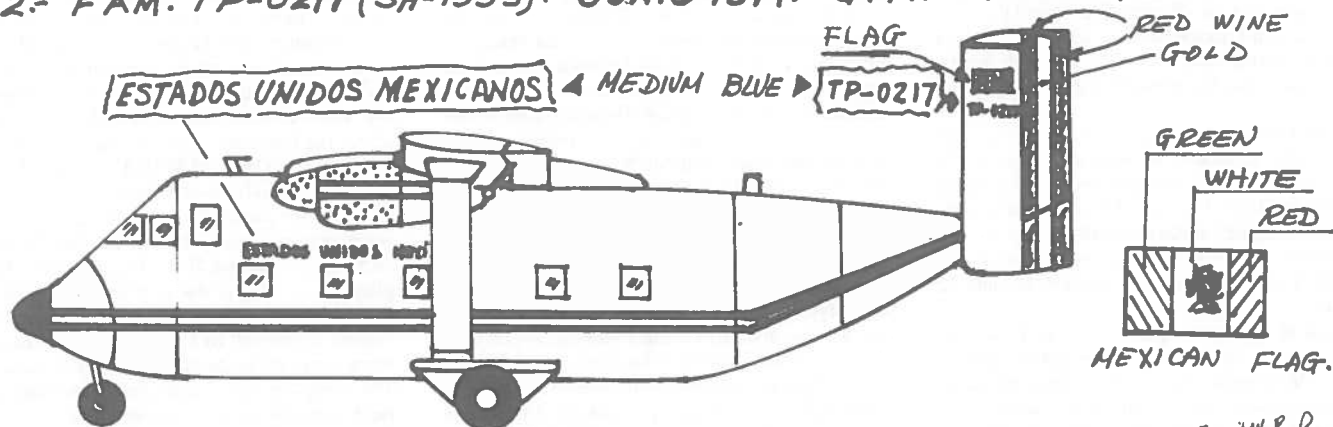
madera oscuro
dark wood



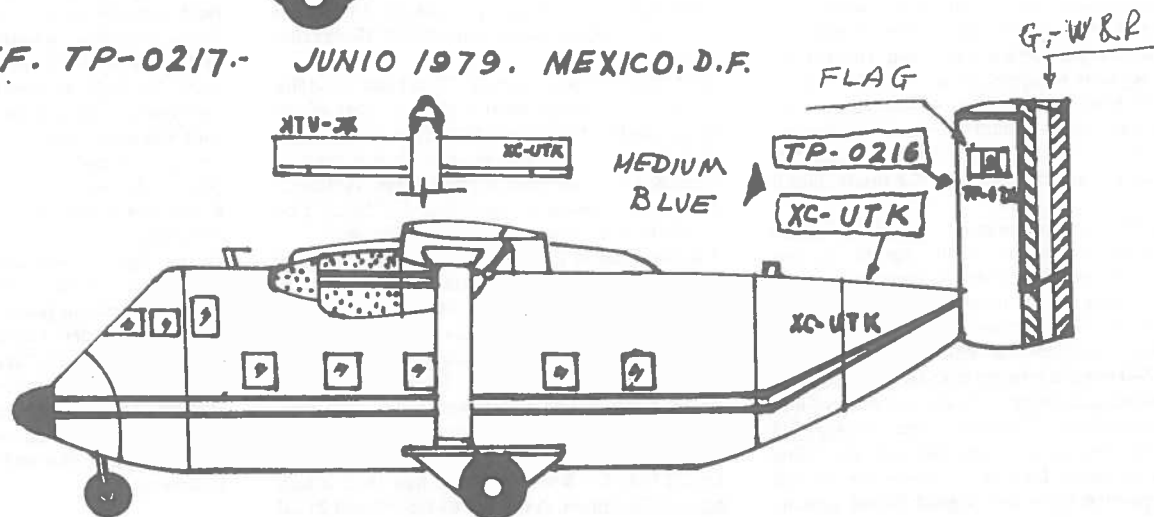
1- FAM, TP-0213 (SH-1920).- 1975 (PLAN HUICOT). NAYARIT
GTAP-



2- FAM. TP-0217 (SH-1953)- JUNIO 1977. GTAP. MEXICO, D.F.



3- UTAPEF. TP-0217.- JUNIO 1979. MEXICO, D.F.



4- UTAPEF. TP- 0216 (SH-1952). OCTUBRE 1979. MEXICO, D.F.

Short's Skyvan in Mexico

Roberto Vargas C.

[Author: As additional information to Charles Cooke's article "Small Air Force Skyvans" (SAFO Vol. 20, #2, July 1996) I would like to add some facts and drawings based on photos of several Skyvans in my country.]

The first two Skyvans came to Mexico on 9 September 1973, bought by the national Oil Company, Petróleos Mexicanos (PEMEX). They had civilian registration XC-GAY (SH-1909) and XC-GAS (SH-1911). These Skyvans were used by PEMEX until July 1994 when they were sold to a private aviation company in Monterrey, Mexico.

In January of 1974, another Skyvan arrived, this time bought by the Presidential Transport Air Group (Grupo de Transporte Aéreo Presidenciales - GTAP). It received the national registration TP-0213 (SH-1920) and was assigned to a special program named HUICOT in the Pacific State of Nayarit. In January 1977, a second GTAP Skyvan arrived which received registration TP-0215 (SH-1951). Two months later, in March, a third plane for GTAP arrived and was registered TP-0216 (SH-1952). Finally, in May 1979, the fourth

Skyvan for the GTAP arrived and was given registration TP-0217 (SH-1953).

Two years later, in May 1979, the GTAP bought two more Skyvans with registration TP-0210 (SH-1946) XC-BOD and TP-0211 (SH-1950) XC-BOT.

The registrations for all six of GTAP's Skyvans were changed when they were transferred, in 1979, to a new unit: the Federal Air Transport Unit (UTAPEF). The new registrations were: XC-UTI (TP-0213), XC-UTJ (TP-0217), XC-UTK (TP-0216), XC-UTM (TP-0215), XC-UTN (TP-0211), and XC-UTQ (TP-0210).

References:

1. Official information of PEMEX.
2. Mexican AF Archives.
3. Skyvan's Personal Files.
4. Mexican FAA Archives, May 1979.

Roberto Vargas C. (SAFCH #386), PO Box 21-921, Mexico 21, D.F., Mexico.

Hurricanes in Romania

[Ed: This is a direct copy of a section from the English summary in Mirosaw Wawrzynaki's book, "Hurricanes in Foreign Service" which is reviewed elsewhere in this issue of SAFO. The high quality of the translation matches the high quality of the book.]

The first batch of 12 machines for Rumania was prepared for shipment between 28 August and 2 September 1939. The aircraft eventually reached Rumania in March 1940. The fall of France in June 1940, and difficult military situation of the British resulted in halting the delivery of the remaining 38 aircraft. The Rumania took delivery of only 12 aircraft.

A group of Rumanian pilots went to Britain in order to collect the aircraft. It was led by Capitan aviator Draganescu. They were shipped by sea to Constanta. Thence the aircraft were taken by train to Pipera airfield near Bucharest. The aircraft were from the first production series from Hawker factory. They were equipped with Merlin III engines and three-bladed de Havilland or Rotol propellers. The Rumanians gave them their own serials in the range of 1 to 12. The aircraft were assigned to Escadrila 53 Vanatoare, Grup 5 Vanatoare, Flotila 1 Vanatori.

The Escadrila was commanded by Capitan av. Emil Georgescu. Rumanian pilots started training flights in the spring of 1940. At that time tragedy struck. During an air display, at a low altitude, Capitan av. Draganescu lost control of the aeroplane. The pilot was killed in the crash. By spring 1941 combat training of the Rumanian pilots was completed. Subsequently the unit entered into the Comandamentul Aero Dobrogea. In May 1941 Rumanian aircraft were adorned with the "King Michael crosses". During overhauls the aircraft were repainted from the original British scheme into Rumanian schemes.

Immediately before the outbreak of war one

Rumanian Hurricane was apparently shot down by a Soviet fighter, when the former flew into the Soviet airspace. The event took place on Sunday 18 or 25 May 1941. In mid-1941 Germany sold no less than three ex-Yugoslav Hurricanes (licence-built at Zmaj) to the Rumanians. These received serials from 13 to 15. They were delivered to the Rumanians most probably before 22 June 1941. Three more would reach Rumania in 1942.

On 22 June 1941 the Rumanians had 10 serviceable Hurricanes, and 3 in repair. These fighters constituted only a small proportion of the country's air force which counted a total of 672 combat aircraft of all types. On the first day of the war the Hurricanes few escort to 9 Rumanian PZL 37 Loo (sic) bombers of Grupul 4 Bombardament. During the return flight a heavy encounter was fought with 30 Soviet fighters. Hurricane pilots claimed 5 victories for no losses. One of the escorted PZL 37s was shot down.

According to Soviet records, 3 I-153 and 14 I-15bis of 96. OIE (Independent Fighter Flight) of the Black Sea Fleet VVS (Air Forces) were scrambled from Izmail airfield. During their combat over the Danube the Soviet pilots led by kapitan Akeksandr Korabitsin claimed no less than 5 PZL 37 Loo bombers. True Soviet losses are not known.

The main task of the Rumanian Hurricanes was to defend the port of Constanta and the oil plant there. Soviet forces attacking the port were part of the Black Sea Fleet VVS. Raids were carried out by 63 BAB (Bomber Division) consisting of 2. MTAP (Mine-Laying and Torpedo Regiment) and 40. SBAP (Fast Bomber Regiment). The two regiments had a total of 136 bombers: 61 DB-3F and 75 SB.

On 23 June the Soviet bombers flew three attack against Constanta. A total of 49 DB-3F and 24 SB participated in the raids, without fighter escort. Fighters were scrambled against them. During the

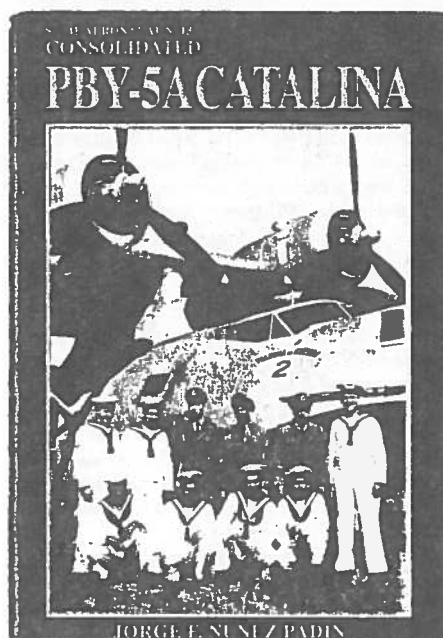
combat over Constanta Rumanian Hurricanes scored their first victories in air defence. Locotenent aviator Horia Agarici in a Hurricane (yellow 1) was scrambled to intercept a formation of 9 Soviet bombers. He shot down 2 bombers over the port. Another bomber was shot down by him above the Black Sea, and was not confirmed.

On 2 August 3 Pe-2s of 40 SBAP appeared over the port. The aircraft managed to sink a floating dock. In order to assess the results of the raid the regimental commanders sent another 3 Pe-2s. At 18.35 they dropped 10 FAB-250 bomb. The explosion of one of these damaged a Luftwaffe Fl.B.301 rescue launch. One of the Rumanian Hurricanes attempted to intercept the bombers. Unfortunately, it was shot down at 19.00 by return fire. The aeroplane had to force-land near Mamaja airfield, some 500 m from the shoreline.

On 12 September an official report of the 69 IAP in defence of Odessa included the following statement "10.05-11.00...another enemy machine was shot down. The wing houses eight machine guns. Probably a Spitfire or Hurricane. The aeroplane hit the ground and burnt south-east of Grosliental (Gross-Liebenthal)". The aeroplane was a Rumanian Hurricane. Capitan 1. Rosescu was killed in it.

During fighting over Constanta Rumanian pilots claimed 51 victories, German pilots 69, and AA guns 25. Hurricane pilots who claimed five or more victories included Capitan av. Emil Georgescu (flight commander), Capitan rez. Constantin Cantacuzino, Adjutant sef av. Andrei Radulescu (7 confirmed and 4 probables - the highest number of Hurricane victories), Adjutant Eugen Camencianu, Adjutant Nicolae Pomut, Adjutant sef Petre Codrescu.

Consolidated PBY-5A Catalina, Jorge F. Nunez Padin. Serie Aeronaval #13. Laspiur 1801, 8000 Bahia Blanca, Argentina. E-Mail: marauder@sat-link.com. Web Site: www.fuerzasnavales.com.



This is the biggest and the best of Jorge's series on Argentine naval aviation. With 44 pages, instead of the usual 28, there is ample room for an extensive history of the Catalina in Argentine service. Considering that the last Argentine PBY was not withdrawn from service until 1971, it is surprising that this book, part of a series renowned for its color photos, contains only one color photo. However, this lack of color photos is more than made up for by the inclusion of five pages of color drawings.

The story of the PB in Argentine service is told in six chapters: (1) "Historia" 8 pages of text devoted entirely to the Catalina's Argentine service. (2) "Unidades Aereas" four pages of text describing the history of the units that operated the PB. (3) "Tecnica" 2 pages of text. (4) "Historias Individuales" five pages of mixed text and photos. (5) "Colores & Insignias" one page of text. (6) "English Abstract" one page of text.

As usual with this series, the photos steal the show. One color photo, 26 half-page photos, 3 full-page photos, 8 quarter-page photos, and 15 smaller photos are reproduced with breathtaking clarity on high-quality glossy art paper. These black-and-white photos are complimented by five pages of color drawings consisting of 8 profile drawings and a centerfold 2-view drawing of '5-P-7'. This latter aircraft is shown in overall grey with the upper surface of the wing in yellow and the nose, rear fuselage, and wing tips in red. Add to this Argentine national colors consisting of blue and white striped rudder and elevators, "anchors" on the wings, and the naval roundel on the vertical fin, and you have a color scheme as attractive as carried by any Catalina.

The Spanish-language text is difficult for the language impaired, but not intractable as the following excerpt will illustrate: 0261 Boeing Canada PB2B-1 Canso (msm 22004); RCAF 9775, asignado el 15.03.43 at EAC; desactivado el 20.02.47. Matriculado 0261/2-P-15. Asignado el COAN el 04.03.48 como 0261/2-P-14. Asignado el 08.06.49 a

la Escuadrilla de Patrulleros/Esquadra Aeronaval N° 2 como 0261/2-P-3. Efectuo el primer descenso antartico (Isla Decepcion) el 07.02.52. Averiado el 08.02.52 en Bahia Media Luna (Isla Decepcion/Antartida), reparado. Asignado a la 1° Escuadrilla de Patrulleros en 1955 como 0261/2-P-3. Transferido al Grupo Aeronaval de la Flota el 11.11.58 como 0261/5-P-6. Asignado el 14.05.59 a la 3° Escuadrilla Aeronaval de Exploracion como 0261/2-P-302. Transferido el 08.06.60 a la Escuadrilla Aeronaval de Propositos Generales/E.A.3 como 0261/3-G-1. A partir de 1967 integra la Escuadrilla de la Escuela de Aviacion Naval como 0261/1-G-1. Desactivado por Resolucion #1225/71, del 15.11.71. Reservado para transferencia al Museo Naval. Seriamente averiado el 08.12.75 en Punta Indio por causa de un temporal, lo que motivo su descarga definitiva el 30.04.76.

Serie Aeronaval #13 is as fine a book on a single aircraft type in service with a small country as you will ever find. Add to this the fact the Catalina is one of the most "personable" aircraft types of all aviation history and you have an unbeatable combination. Highly recommended to all "Cat" lover and to everyone who appreciates beautiful aircraft. The review copy was graciously provided by the author.

Dassault Super Etendard, Jorge F. Nunez Padin. Serie Aeronaval #12. Laspiur 1801, 8000 Bahia Blanca, Argentina. E-Mail: marauder@sat-link.com. Web Site: www.fuerzasnavales.com.

In May of 1982, a fleet of only four aircraft significantly changed the nature of naval warfare when they single-handedly sank two heavily protected ships. The aircraft were Argentine Dassault Super Etendards which, in three 2-plane mission, expended their entire inventory of five AM-39 Exocet missiles to sink the British destroyer HMS Sheffield and the container ship Atlantic Conveyor.

SAFCH member, Jorge F. Nunez Padin presents the story of the Argentine Super Etendards in #12 of his excellent series on the Argentine Aeronaval. The book follows the usual format of this series: 28 pages of Spanish-language text and photos exquisitely reproduced on finest high-quality glossy paper. The 15 color photos could not be better if they were original Kodak (of Fuji) prints. The 29 b&w photos are also superbly reproduced. This illustrative material is complimented by two beautiful color side-view drawings.

The text covers the Super Etendard's Argentine service: (1) "Historia" 3 pages; (2) "Operaciones en Malvinas" 2 pages; (3) "Tecnica" 2 pages; (4) "Historias Individuales"; 2 pages; and (5) "Colores & Insignias" half page.

Try your high-school Spanish on this excerpt: "0752 Super Etendard (msm 51) Incorporado el 07.12.81 a la 2° EscAer de Caza y Ataque como 0752/3-A-202. Intervino en el ataque contra el HMS 'Sheffield' el 04.05.82. Intervino en el ataque contra el HMS 'Invincible' el 30.05.82. Intervino en la FIDAE 94. Tiro real con AM-39 el 16.10.96 contra el ex-ARA (A-7) 'Chiriguano'."

If you have any of the other books in this series, you won't need any encouragement to add this one to your collection. If you haven't seen any of these book, then you owe it to yourself to obtain one from the SAFCH Sales Service. This book is not just for the enthusiast of Latin American aircraft, but for everybody who appreciates high-quality color photos of aircraft.

[Ed: There are three 1/72-scale kits of the Super

Etendard: by Heller, Italeri, and Academy. I have only the latter (Academy #1602) in my collection. It includes an Exocet missile and Argentine decals with sufficient numbers to make any one of the Argentine aircraft. Compared to the photos in the book, these decals are accurate, but do not include 'victory' markings nor the numbers carried under the wing tips and on the covers for the nose wheel. The missing numbers should be easy to find in any self-respecting collection of "spare" decals, but the 'victory' markings will challenge the more heavy-handed modeler. Beware: The markings on the cover painting are incorrect. Those shown on the instructions are correct except for the exceptions mentioned above.]

The review copy was graciously provided by the author.

Red Stars: Soviet Air Force in World War Two, by Geust, Keskinen, & Stenman. Hardbound. A-4 size. 160 pages. Published by Ar-Kustannus Oy, Finland.

This is a book of photos with captions in both Finnish and English. Coverage of each aircraft type is commensurate with the importance of the aircraft, e.g. Yak-1/9 gets 14 pages, the Airacobra 10 pages, and the Il-1 12 pages, while the Hurricane gets 2 pages the MBR-2 4 pages, and Su-2 only one photo.

The photos are well reproduced on high-quality glossy paper and in large size, no more than two or three photos per page with an occasional full-page photo. The captions are extensive and informative. Most of the photos are unfamiliar to this reviewer. Text and tables are limited to 15 pages (11 in English) in the Appendices. Topics covered are: Organization of the Soviet Air Force, Aircraft Procurement, Victories and Losses, Heroes of the Soviet Union, Soviet Fighter Aces, "Taran" (Ramming) Victories, etc. The book ends with 7 pages of color side-view drawings (37 aircraft in all) and a page of color drawings of Soviet medals.

Red Stars is a must form anybody interested in the Soviet Air Force 1939-1945.

[Ed: One copy of this book is available from the SAFCH Sales Service. First come, first served.]

Hurricane w obcej sluzble (Hurricane in Foreign Service), Miroslaw Wawrzynski. Ajaks, ul. Lubelska 30/32, 03-802 Warszawa, Poland. E-mail: ajaks@home.pl. Web site: ajaks.home.pl.

In the last couple of years, Poland has established itself as the most prolific and, for the small-air-force enthusiast, the best source for aviation publications. Nowhere is this better emphasized than in this book on Foreign Hurricanes written by SAFCH member Miroslaw Wawrzynski.

The physical quality this book is typical of recent Polish publications, 74 A4-size pages on high-quality glossy paper sturdily bound between durable card covers, a multitude of well-reproduced photos, outstanding color art work, English captions, and an extensive literate English summary. The only thing missing from this book that we have come to expect from Polish publications is the excellent scale drawings, but this is not needed in a book on the Hawker Hurricane.

This, the first of two volumes on foreign Hurricanes (see Wants in this issue of SAFO for Miroslaw's plans for the second volume), covers the following countries: (1) "Aeronautique Militaire Belge" 7 pages including 15 photos and a color 4-view drawing. (2) "Ilmavoimien" 10 pages including 18 photos and two color 3-view drawings.

(3) "Vazduhoplovstvo Vojno Kraljevine Jugoslavije" 10 pages including 14 photos, two color side-view drawings, and a top and bottom plan-view drawing of a Zmaj-built Hurricane in a unique camouflage pattern of light brown/dark green/black and light blue never before seen by this reviewer. (4) Hurricane w Luftwaffe" 4 pages including 8 photos and 3 color side-view drawings. (5) "Hurricane w Regia Aeronautica" 3 pages including 5 photos, a color side-view drawing, and a color 2-view drawing. (6) "Aeronautica Regala Romana" 8 pages including 15 photos, a color 3-view drawing, and a color 2-view drawing. (7) "Wojenno Wozdusznyje Sily" 25 pages including 47 photos, 8 color side-view drawings, and two color 2-view drawings. (8) "English Summary" 6 pages. [Ed: See the excerpt from this chapter elsewhere in this issue of SAFO.]

The chapter on Soviet Hurricanes is understandably the longest in the book and also the one that held the biggest surprise for this reviewer. While the drawing of the rare two-seat Hurricane trainer was not a complete surprise, the drawing of a two seat Hurricane with a machine gun in rear cockpit came as a complete surprise and would be questionable if it were not for the accompanying photo with the caption: "The unusual Hurricane two-seaters used as spotters. Some 20 aircraft were converted this way. These Hurricanes served in 12, 13, 50 OKAE (Independent Spotter Squadrons) on the Leningrad, Volkhov and Kalinin Fronts in 1942 and 1943."

This book is highly recommended and can be obtained from the publisher or directly from the author: Mirosław Wawrzynski, Kraszewskiego 6m5, 05-803 Pruszków, Poland. The cost from the author is 16 USD, 11 British Pounds, or 35 Deutch Marks. This includes surface postage anywhere in the world.

The review copy was graciously provided by the author who wrote: "I spent several years on this book and I received much support from people from many different parts of the world. A large number of these people are SAFO members. Many thanks to the SAFCH."

TS-11 Iskra, Aeromax #1, Monografie Lotnicze. Wingman Aviation, 11 Baugh Road, Sidcup, Kent DA14 5ED, England. E-mail: wingmanaviation@aol.com. £14.95.

The TS-11 Iskra (Spark) is a Polish jet trainer that lost the competition for a common training aircraft for the Communist Block countries to the Czech L-29 Delfin. The Poles, always of an independent mind, refused to adopt the Delfin and proceeded to produce 419 Iskra, 366 for service with the Polish Air Force and 50 for export to India. At first thought, this aircraft would seem to be a strange choice to launch a series of aircraft monographs, but the high quality of this book bodes well for the future of this series.

The Aeromax series is produced in Poland by the Lotnicza Agencja Fotograficzna (ul. Szora Chełmiska 48B/8, 87-100 Toruń, Poland. e-mail: lafrs@lotnictwo.net. www.aeromax.lotnictwo.net) whose editorial board includes several SAFCH members including Dariusz Karnas and Marek Idzior. Let them describe the purpose of the series: "Here is the very first issue of a series called AEROMAX. This publication is the debut for The LAF Group, an association of aviation enthusiasts. Our intention is to produce a series of in-depth studies devoted to post-war civil and military aircraft and air forces as well. Although it will be dedicated to Polish readers, enclosed will be an English summary making it more accessible for foreign aviation fans.

"It was not an accident that we started with the profile of the TS-11 Iskra aircraft the first jet trainer to be produced in Poland. According to the title, our aim is to publish MAXimum information about the subject - in this case Iskra, in which we have put special emphasis on the service in Polish military aviation. You will find here chapters concerning the history of the aircraft and its military service, technical description, colours and also the list of accidents involving TS-11s and a production list which includes details for every single aircraft. To compile these materials, we have spent hundreds of hours visiting various institutions, military units and people who worked on TS-11. We can only imagine how many interesting facts in the history of TS-11 are still to be discovered. That is why The LAF Group would be grateful for any contributions, comments and queries from readers, not only Polish - many Iskra were after all purchased by private owners in the United States, Australia, United Kingdom etc. If we receive new and interesting information, we promise to enclose an extra Iskra-dedicated page in our following publications.

"In the near future you will find other AEROMAX profile: Ilushin Il-28 Beagle bomber. We hope that our publications will provide the reader with comprehensive and reliable information, starting with Iskra."

Well, how well have they achieved these objectives? Aeromax #1 is a first-class publication consisting of 128 A4-size high-gloss pages bound between sturdy card covers. The contents are an excellent balance of text, photographs, tables, and illustrative material. As the 'F' in LAF indicates, the photo coverage is extensive: 24 color photos of aircraft, 70 color photos of badges, 325 b&w photos mostly of the entire aircraft but a large number of exterior and interior details. The photo coverage is complemented with 7 color side-view drawings and 4 pages of multiview 1/72-scale drawings. The 13-page table presents the history of each aircraft listing Polish unit and subsequent owners with registrations. {Ed: It would be useful if, in future volumes, this table would include a column giving the pages on which the photos of the aircraft appear.} A unique feature of the book is the 11-page section describing the accidents with many entries accompanied by a photo of the aircraft before the accident. The 7-page English summary is well writ-

ten and informative.

Of particular interest are the variety of experimental camouflage schemes carried, especially by Iskra in service with the Polish Navy. A particularly sad series of photos are of some of the 26 Iskras that were destroyed when the roof of a hangar collapsed under heavy snow. Also sad are the photos of Iskras used as advertisements outside gas stations, restaurants, and motels. On a brighter note are the photos of Iskra in private ownership outside Poland. Photo coverage of Indian Air Force Iskra is relatively sparse with about 9 photos all taken in Poland, many with their wings removed for loading aboard transport aircraft for shipment to India. There are one color side-view drawing and a color photo of a IAF Iskra. Perhaps book will result in a flood of photos from India that can be published in a later volume of this series.

This is an outstanding book of the highest quality in production, information, and illustrations. It is a must for all enthusiasts of post-war Polish aviation. The book is available from Wingman Aviation and from The Aviation Bookshop, 656 Halloway Road, London N19 3PD, England. [Ed: One of the author's of this book (Dariusz Karnas) wrote an excellent article on the TS-11, with side-view drawings for SAFO #73. This issue is available as a back issue for \$3.25 plus postage.]

The review copy was graciously provided by Wingman Aviation.

[Ed: I know of three kits of the Iskra, all in 1/72 scale. Mastercraft produced an excellent injection-molded kit (#7201) with decals for red '0825' in overall silver grey and white '0823' the lone Iskra 200BR (a single-seat attack version) in a camouflage scheme. A vacuform kit of the 200BR from Fun Model (#3002) includes white-metal parts for landing gear, engine, and nose compartment. Decals are provided for red '0818', black '0-1707', and Indian Air Force 'W1785'. The decals and white-metal parts from the Fun Model kit have been available separately. An early kit by the current availability of these kits is unknown. An early kit by Podlaskie Zakłady Wytworcze is crude and is best forgotten except as a collector's curiosity.]

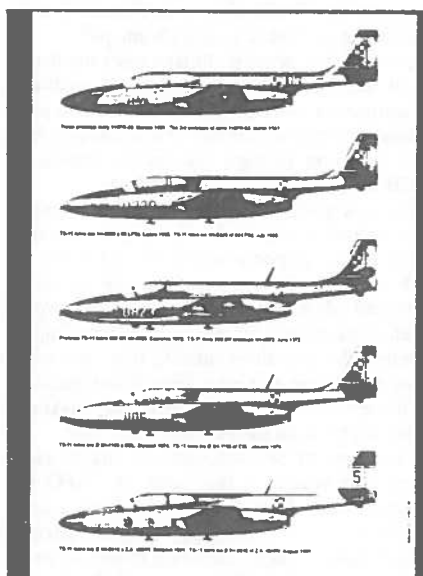
Objectif Moscou! Operation Taifun. Batailles Aeriennes #16. Sarl Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. E-Mail: lela.presse@wanadoo.fr.

This most recent volume in Michel Ledet's series on the aerial campaigns of WWII covers the Luftwaffe's role in the failed attempt of the Germans to capture Moscow in 1941. There is nothing in here for the enthusiast of the small air forces except for the usual marvelous collection of well-reproduced photos and informative maps and tables. Chapter titles are: (1) La defense aerienne de Moscou: La PVO; (2) Les premiers accrochages: La PVO n'est pas au point; (3) Les raids sur Moscou; (4) Taifun: Objectif Moscou; and (5) Les Russes contre-attaquent.

The "Fiches monographiques" cover the LaGG-3, Li-2. Pe-3, & d *MiG-3). Color side view drawings include: Ju 87, Bf 110, Bf 109(2), Ju 88(2), He 111(2), Hs 123, I-16(2), I-15bis, I-153, Su 2(3), MiG-3, DB-3, & TB-3. The "Uniformes" section provides color drawings of Luftwaffe personnel.

The entire Batailles Aeriennes series is highly recommended to all students of aerial warfare in WWII. While those volumes dealing with the small air forces in WWII are most appealing to SAFO readers, volumes such as this one would be a useful addition to any library.

The review copy was graciously provided by the publisher.



Enciclopedia de la Aviación Militar Española. Quiron Ediciones, Apartado de Correos #2038, E-47012 Valladolid, Spain. E-mail: quiron@alcanizfresnos.com. http:WWW.libromedia.com/quiron

The first eight volume of this "Encyclopedia" were reviewed in SAFO #67 so there is no necessity to repeat the detail comments here, except to mention that each issue consists of 10 pages with about 15 photos and 15 color side-view drawings. Enclose with each issue are two full-page color side-view drawings. A listing of the color drawings in each issue should suffice to illustrate the content:

#9 Intervención Extranjera. SM.81(2), SB-2, I-16, Polikarpov RZ, Ju 52(2), He 51, Hs 123, He 70, Bf 108, He 59, He 60(2), DH.89, CR.32, & Breguet XIX. Insert: He 45 & Aerotecnia AC-12.

#10 La Campana del Norte. Ro.37, He 70, Ju 52, SM 79, Gourdou-Leseurre GL.32, He 46, Aero A.101, Airspeed Envoy, Koolhoven FK.51, Lockheed 10 Electra, & He 45. Insert: Breguet XIX & Loring R.III.

#11 De Santander al Mediterraneo. Bristol Bulldog, Potez 25, Bf 109B(2), He 111B, Do 17E, Breda Ba.65, CR.32, SB-2, He 51(2), Ju 87A, & I-16. Insert: Hs 123 & Hawker Fury.

#12 Ofensiva en Levante. CR.32(3), SM.79(3), Bf 190D, He 59, Cant Z.506, Cant Z.501, Ju 87B, Hs 123, SM.81, He 111B, Do 17P, Fiat BR.20, Insert: Grumman Albatross & Potez 25.

#13 El Final de la Guerra. Dewoitine D.510, CR.32(5), Dewoitine D.372, Letov S.231, I-15, I-15bis, Bf 109E(2), Grumman Delfin, He 60, Fiat G.50, SB-2, Hs 126, He 70, Breda Ba.65, He 45, Caproni Ca.310, SM.79, Bf 108, & Fi 156. Insert: Augusta Bell 204(ASW) & Bell 204.

#14 Avions para despues de una Guerra (Part 1). Bf 109E, He 112, I-15, I-16, CR.32, Caproni AP.1, Bf 109F, Fw 190, Douglas Boston, Bell P-39, La-5 Yak-7, & Hispano Suiza HS-42. Insert: Mirage F-1E & Northrop RF-5A. [Ed: The Fw 190, Boston, P-39, La-5, & Yak-7 are related to Spanish pilots on the Russian Front.]

#15 Avions para despues de una Guerra (Part 2). HM-1, He 112, He 111J, Fw 200, He 114, Bf 109F, Ju 88(2), Do 24, NA B-25, Fi 156, CASA 2.111, HA-1.112KiL, & HS-132L. Insert: Morane Saulnier 230 & Douglas DC-2.

#16 Avions para despues de una Guerra (Part 3). I-16, PBV-5A, Fw 200, CASA C-201, Stinson 108, He 70, AISA I-115, Hs 123, Lockheed T-33, Grumman Albatross, NA T-6G, NA F-86F(5). Insert: I-15 & CR.32.

[Ed: The last two issues contain many interesting photos of the products of Spain's surprisingly prolific post-WWII aviation industry. Familiar from the above lists will be the Spanish versions of the Bf 109 and He 111. Less familiar are the HM-1, MH-2, & HM-3 primary trainers (the later on twin floats); HS-42 advanced trainer & Hs-132 (2-seat CR.32); CASA C-201 Alcotán twin-engine transport; AISA I-115 trainer; and HA-100 Triana.]

The review copies were graciously provided by the publisher.

Luftsiege der k.u.k. Luftfahrtruppe, Rumanische Front 1916-1917. "Air Victories of the K.u.K. Luftfahrtruppen on the Romanian Front 1916-1917". Sonderheft #27. Softbound, 64 pages, 21 cm by 30 cm, 9 b&w photos, 13 side-view drawings, and 4 maps. Price: ATS 200 (EURO 14.54) including postage. Cash with order, no cheques. Österreichische Flugzeug Historiker, Pfenniggeldgasse 18/2/14, A-1160 Vienna, Austria.

This is the first in a series of ten volumes that will

record all the air victories of the Luftfahrtruppen on all the different theater of the war. "Every single air victory will be described - by date, personnel, aircraft and place. Each volume of this well researched series is accompanied by black and white photographs, drawings and aircraft profiles."

The Austrian Aviation Historians have taken on the enormous task of documenting every aerial victory scored by the KuK in WWI. This first volume, covering the Romanian Front, begins with an overview of the activities on the Romanian Front 1916/1917 followed by KuK orders-of-battle for 1.12.1916 and 30.6.1917. The remaining 50 pages are devoted to the individual aerial victories, one page per incident (with 3 pages devoted to photos, 3 to maps, and 2 to a 3-view drawing of the Hansa-Brandenburg C.I. Each successful combat is described listing the date, the unit, aircraft type and serial number, and the name of the victorious pilot and observer. A paragraph, or two, of narrative describes the combat and identifies the aircraft type shot down. About one-third of these descriptions include a side-view drawing of the victor's aircraft showing the camouflage pattern and serial number.

While this reviewer was well aware that the Austro-Hungarian Empire was a nation made up of many nationality, I was still surprised by the number of Poles, Czechs, Slovaks, and Hungarians who scored victories. While an exact count is not possible (e.g. Andreas Dombrowski is listed as a "Sudetendeutsche"), examples of non-Austrians include Marian Gaweł, Augustin Novak, and Arpad Kolba. Aircraft illustrated are the Hansa-Brandenburg C.I & D.I, Oeffag C.II, and Albatros (Oef) D.III. While the maps are extremely detailed, the place names are in their German equivalent and I found it hard to navigate after I got beyond Bukarest and Ploieti into Siebenburgen and the cities of Kronstadt and Klausenburg.

A passing knowledge of the German language would greatly enhance the value of this series but, as you can see from the above, even with my rudimentary understanding of German, I was able to get much useful information. With a German-English dictionary and a lot of spare time, I could gain a lot more information.

Other volumes will be: (2) Russland 1914-16; (3) Italien 1915-16; (4) Albanien 1916-18; (5) Russland 1917/18; (6) Italien 01-06 1917; (7) Italien 07-12 1917; (8) Italien 01-06 1918; (9) Seeflieger 1918; (10) Italien 07-11 1918.

The review copy was graciously provided by the OFHG.

Albatros D-II (Part 1), Flugzeug Profile #38. Rudolf Hofling, Franz Koci-Strasse 4/12/23. A-1100 Vienna, Austria.

The Flugzeug Profile series of publications has been around for quite some time, but this is the first I have had the pleasure of reviewing one. The previous 37 volumes have been devoted mostly to WWII and modern aircraft. This is only the second to profile an aircraft of WWI vintage (#19 covered the Fokker Dr.I).

The Flugzeug Profile on the Albatros is a quality publication: 54 A4-size glossy pages saddle-stitched between sturdy covers. The text and photo captions are all in German, but, as with all profile-type publications, the emphasis is on the photographs and drawings. There are over 100 photos, a 1/72-scale 3-view drawing (with cross sections), a color 3-view drawing, and 18 color side-view drawings. The use of high-quality glossy paper allows the best possible reproduction of the ancient photos of various original quality. The

color illustrations are very well done. All but three of the side views are of aircraft from German units carrying Maltese crosses with varnished-wood fuselage, natural fabric upper wing surfaces, and light blue lower wing surfaces. The exceptions are a camouflaged German aircraft (no top view shown), an all-white D.II with Balkan crosses, and a captured aircraft in British markings.

In a letter that accompanied the review copy, the author describes this as "Part I" although this is not mentioned anywhere in the Profile. A second part may have some information on the D.II in the small air forces, although I am only aware of its use in Polish naval service.

The review copy was graciously provided by the OFHG.

Iljuszyn Il-28 Beagle, Przemysław Skulski. Seria 'Pod Lupa' #13. Ace Publication, PO Box 33, ul. Powstańców Śląskich 50, 53-350 Wrocław 15, Poland.



This is the latest in the excellent series of monographs from SAFCH member Przemysław Skulski. The book is printed in the usual high standard of the series: 36 A4-size pages on quality glossy paper saddle-stapled between study card covers. Although the text is in Polish, the captions for the photos and color drawings are repeated in English. However, language should not be a barrier, since the photos and drawings of the Il-28 and Il-28U make up the main part of the book. The photos are mostly close-up shots of exterior and interior details of aircraft in Polish museums, but there are a few of Beagles in service with the Polish Air Force and a few other air forces. Countries described as using the Beagle are: USSR, Afghanistan, China, Czechoslovakia, Egypt, Finland, Indonesia, North Korea, Nigeria, East Germany, Pakistan, Poland, Romania, Vietnam, and Hungary.

There are 82 b&w photos, 29 color photos (all of museum aircraft), 4 pages of scale drawings of the Il-28 and Il-28U as well as the various type ordnance carried by the Beagle, 6 side-view drawings of variants, 4 pages of sketches taken from a maintenance manual, color drawings of the pilot's, navigator's, and tail gunners positions & the pilot's seat, and 7 color side-view drawings [Poland, Nigeria, Romania, Egypt (with color top-view

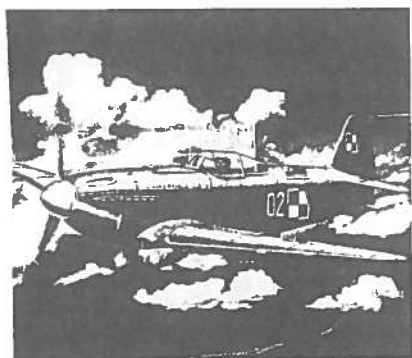
drawing), Soviet (Czech invasion markings), North Korea, & China]. In addition, there are reviews of available kits, accessories, and decals.

This book is highly recommended to any modeler contemplating building a model of the Beagle. The color drawings of interior detail are particularly valuable to modelers since they show the detail they might want to duplicate more clearly than a color photo does.

The review copy graciously provided by the author.

Jak-9P, Skrzydła w Miniaturze #20. Wydawnictwo Avia-Press, ul. Startowa 13A/6, 80-461 Gdansk, Poland.

JAK-9P



Skrzydła 20

The latest in the "Aircraft in Miniature" series from Poland covers the elegant Yak-9P in forty-eight A4-size pages saddle-stapled between sturdy card covers. The text is in Polish, but the emphasis is on the universal language of photos and drawings. There are 3 color photos of Yak-9P in Polish museums, 25 b/w photos of Yak-9P in Soviet, Polish, Hungarian, Albanian, North Korean, and USAF markings, and 47 photos of exterior details of the museum aircraft. Illustrative material consists of a color 4-view drawings of a Polish machine and 12 color side-view drawings [Polish(2), North Korean(2), Yugoslavia, Soviet(2), Chinese, Hungarian(2), Bulgarian, and USAF].

One of the main features of the Skrzydła series is the finely-crafted scale drawings and sketches. This volume is no exception. There is a 2-page six-view drawing with cross sections in 1/72-scale and a 3-page six-view drawing in 1/48-scale that shows much more detail. Two pages of 1/32-scale drawings show the inboard profile and details of the wing. Two pages of 1/25-scale drawings show the tail surfaces and the landing gear. The cockpit interior is presented in 7 pages of sketches and scale drawings.

It's a shame that there is no readily-available kit of the Yak-9P, because Skrzydła #20 would allow the construction of a beautiful model which can be finished in any number of exotic small-air-force markings. However, it is highly recommended that you obtain this monograph, not just for the beautifully-present information, but to have in on hand when a kit of the Yak-9P finally becomes available.

Camouflage & Markings No.3: The Israeli Air

Force, Part One 1948 to 1967, by Ray Ball. 92 pages, 21 x 30 cm, softbound. 120 b/w and 8 colour photos, 29 pages of colour profiles and four-view drawings, 25 colour illustrations of unit badges. Guideline Publications, Luton, England, 2000. £14.95 from Midland Counties.

Books on the Israeli Air Force have been plentiful in the last few years. Alas, most of them just rehash what has already been published and add little or nothing new. This title has a somewhat different slant than the other books on the IAF since it concentrates on camouflage and markings. The author makes a point of the fact that all his sources are Israeli, but unfortunately does not elaborate further. There is therefore no way of knowing if any official IAF documentation was used, or if the book is mainly based on input from local enthusiasts.

The format is quite straightforward. There are six chapters: "Birth and the War of Independence" (1932-1949), "Trials of a Fledgling Air Force" (1949-1955), "The Sinai Campaign" (1956), "The Decade of Calm" (1956-1966), "The Six Day War" (1967), and "Israeli Air Force Colours and Markings 1948-1967". Each chapter consists of a few pages of text, interspersed with lots of photos and colour artwork. Except for the last chapter, the narrative concentrates on the historical events of the period (aircraft acquisitions, combat, etc.) and only rarely talks about the actual subject of the book, i.e. camouflage and markings. The latter is therefore mainly covered by the illustrations and their captions.

As is to be expected, many of the photos have been published before, but there are quite a few "new" ones as well. There are surprisingly few colour photos for a book of this type. The artwork is of good quality, appears well-researched, and certainly looks very good. But there is of course difficult to ascertain the accuracy of the colours shown. I do, however, have a question mark concerning the standard IAF camouflage during the 1950s, which is shown as blue-grey and dark earth on top, with light grey undersides. The only period photos I have actually seen (including the one of a Noratlas included in this book) show a much murkier blue-grey than used in the colour profiles and also a more yellowish brown colour. Furthermore, photos I have seen of the wreck of Mustang "73" indicate that light blue rather than light grey was used on Mustangs, which makes me wonder what colour was actually used on other types.

Overall this is a volume which is useful mainly to modellers. For any builder of IAF aircraft, this is an indispensable source of information and ideas. Leif Hellström (SAFCH #786), Norrskensbacken 13, SE-146 46 Tullinge, Sweden

The Airplanes of the Cross of Christ, by Mário Canongia Lopes. 367 pages, 20 x 29 cm, hardbound. 230 b/w and 64 colour photos, 108 colour profiles. Dinalivro, Lisbon, 2000.

This is an updated version of the book with the same title (in Portuguese) published back in 1989. But the changes are substantial enough to make this a completely new book. The biggest improvement, from a SAFO point of view, is that the book is now bilingual, with every second page in English followed by a page with the corresponding text in Portuguese. All captions are also in both languages.

The bulk of the book consists of narrative text, tracing the development of the Portuguese Air Force (and Army and Navy Air Arms) from 1915 to 2000. The narrative is quite detailed and gives a very good description of the events forming the FAP over the years. Many of the photos are the

same as those in the original book but there are many additions as well. The size of the photos is, unfortunately, often rather small and the quality in many cases not very good. Despite this, it is a most interesting collection of photos and no doubt represent a selection of the very best ones available.

The colour profiles obviously come from different sources and vary greatly in quality. Most are quite good although sometimes a bit murky and they show some really remarkable colour schemes. A smaller number of profiles are, strangely enough, out of focus. There are also numerous small colour drawings of unit badges and national insignia.

The last 110 pages of the book consist of numerous tables of aircraft technical data, individual aircraft histories, serial number sequences and air unit organisation. The aircraft tables are surprisingly complete even if there are some gaps here and there, especially in the link-ups of FAP numbers and original aircraft identities.

The bottom line is that this book is a must for the library of any SAFO member. The price is not known but the book will likely be available through Midland Counties and other distributors.

Leif Hellström (SAFCH #786), Norrskensbacken 13, SE-146 46 Tullinge, Sweden

Hitler's Italian Allies: Royal Armed Forces, Fascist Regime, and the War of 1940-1943, MacGregor Knox. (Cambridge University Press, 2000. Cambridge, UK. ISBN: 0-52179047-6) (Price: unknown) web-site: <http://www.cup.cam.ac.uk>

This slim but incredibly well-researched and well-written volume offers a wealth of information and analysis to those with an interest in the history of the Italian Air Force and the Italian Navy's air arm before and during World War II. The author concisely provides detailed information not only about the role (and leadership, tactics, logistics, organization and equipment) of the Regia Aeronautica during 1940/1943, but also insightful information and perspectives on the nation's aircraft industry and relationships with its allies. The author also provides a valuable context for this information, discussing the social, political and technical factors that affected not only the air force but all the military services.

The few perceived faults in the book are perhaps best explained by this reader's lack of knowledge of the Italian language (despite several years of junior high Latin, though the author could have added more English translations) and some unfamiliarity with Italian aircraft. The latter was solved by having a copy of Bill Gunston's book on Italian and Japanese aircraft nearby. Because Knox frequently discusses a variety of specific and general failures, this reader found it valuable to refer to another excellent book, **Military Misfortunes: The Anatomy of Failure in War** by Eliot A. Cohen and John Gooch. (The Free Press: New York/Collier Macmillan Publishers: London: 1990) which defines and analyzes the different types of (military and other) failures.

There are some fascinating items of information in this work regarding both aerial operations and other aspects. One example is the author's brief discussion of the Italian army's success in breaking a U.S. Army code after a "... brilliant embassy burglary."

This is a valuable work worthy of reading and buying: readers will benefit from Knox's detailed research and his ability to discuss complex issues in clearly understandable terms.

Thomas Wm. McGarry (SAFCH #950), 21 Davinci Street, Lake Oswego, OR 97035-1309. E-mail: twmflak@teleport.com

Luso Scale. This new magazine is the successor to **Luso Fanatic** and, if the first issue is any indication of what is to come, this is not good news for modelers and enthusiasts interested in Portuguese aircraft. While **Luso Fanatic** contained a lot of good information of Portuguese aircraft, **Luso Scale** is devoted to all modeling. **Luso Scale** is a professional-looking publication with 16 A4-size pages on high-quality glossy paper saddle-stitched between sturdy covers. Photo coverage is extensive and all photos excellently-reproduced in color. However, it's the content that disappoints the true small-air-force enthusiast. (1) A page of railroad modeling. (2) a page on Portuguese Acrobatic F-84s with 3 photos. (3) Two pages on building a Portuguese SAF B-17 with lots of photos of the model during construction and of the finish model. (4) Three pages on building a tank diorama. (5) A 1-page report on Modelandia 2000 with photos of a collection of Portuguese T-6s. (6) A 2-page report of Scale Modelworld 2000 with photos of some of the entries. And, (7) one page on a model of the Ford Escort RS Cosworth. Maybe I'm being too hard on this premiere issue. The photos of the Portuguese T-6s were tantalizing - so many different color schemes (three in overall aluminum, one overall yellow, one overall green, and even one with blue fuselage and yellow horizontal surfaces). If these photos were accompanied with a text giving some detail about the aircraft, this could have been a great issue. Let's give them a few issues to get their editorial program settled.

If you interested in learning more about **Luso Scale** see their Web Site: iusoscale@iol.pt.

Luchtvaartkennis (Koninklijke Nederlandse Vereniging voor Luchtvaart, c/o Casper C.J. Veldkamp, PO Box 20061, 2500 EB The Hague, The Netherlands.)

[The editor would like to welcome the Royal Netherlands Aeronautical Association into the family of organizations cooperating with the SAFCH. Two issues have been received and are listed in the "Abstracts" department in this issue of SAFO.]

The quarterly journal of the Koninklijke Nederlandse Vereniging voor Luchtvaart consists of 52 side-stapled A4-size pages. Photographs appear on the outside of the front and back covers, and there are two pages of photos inside. The paper on which the photos appear is a higher quality than that used for the text, so the resulting quality of the photo reproduction is excellent. The text is entirely in Dutch, but there many drawings and sketches, and an occasional 3-view drawing to add value for the reader unfamiliar with the Dutch language.

If the first two issues at hand are any indication of the quality of this publication, the articles are well researched and presented. Future issues will undoubtedly present articles on the lesser-known Fokker aircraft as well as aircraft from such companies as Koolhoven, Pander, de Schelde, etc. Therefore, it is with the greatest of pleasures that I introduce this magazine to SAFO readers.

"I recently received the latest issue of the Finnish magazine, Suomen Ilmailuhistoriallinen Lethi (The Finnish Aviation Historical Magazine) issue 1/2001. I must remind you that I do not read Finnish, but the magazine comes with a condensed English summary which I found very helpful. Of course, the photographs and drawings need no translation. Their editorial office is: InScale 72 production, Makelankatu 5 B 10, 00550 Helsinki, Finland.

This issue has a very interesting article about the German attempt to sell Finland some Heinkel He-112 fighters. It seems that the Finns had sent an evaluation group over to Germany to check out this

airplane, and they were not impressed! The eight page article gives far more information about the He112 than I have been able to find in any of the specialist books on the subject. In addition the article is illustrated with nine superb photos and a cutaway drawing. In today's folklore it is popular to say that pulled a lot of strings in the Luftwaffe high command in order to assure that his Bf-109 design would be the German premier fighter. Maybe so, but this article makes it clear that the Bf109 was clearly the better airplane.

Another article describes the Finn's experience with the Bf 109 G-8. This photo-recon version was the only high-performance recon airplane that the Finns had. But, it is a pity that the Germans never delivered the cameras, so these airplanes were never used in the recon role! The four page article is illustrated with five photographs and a layout drawing which shows the camera locations in the fuselage.

Next we come to part two of the history of the indigenous Saaski biplane and its civilian service. This four page article is illustrated with eleven photographs.

A very interesting article tells of the German operation of the French LeO-246 flying boats in support of Finnish commandos. It seems that this airplane was not an outstanding success in this role since its draft was too deep to permit operation from many of the Finnish lakes and coastal water. In summary, this issue has information that will be of news to many of us. Jim, it is really a shame that we cannot have some of these articles reprinted in the Observer. I am sure that many of our readers would find them interesting.

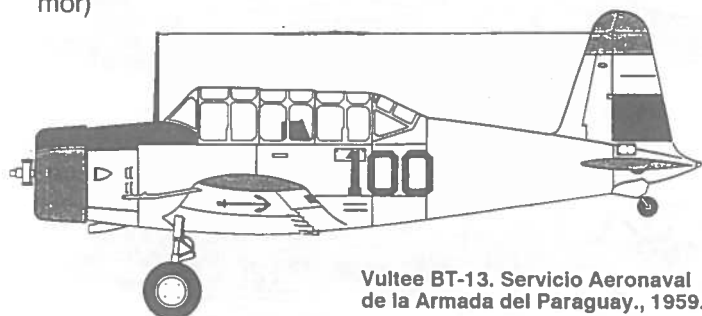
Gus Morfis (SAFCH #3), 4709 Green Meadows, Torrance CA 90505-5507, USA. E-mail: cmmorfis@aol.com

Paraguayan BT-13

Continued from page 49

d. Lt. PAM Lorenzo Alliana (center) in front of BT-13 serial 65 at Ñu-Guazú AFB early in 1947. Lt. Alliana was killed during the Revolution of that year by AA fire aboard a PT-19. (Alliana Archives)

e. A BT-13 of the Government Air Arm during the Revolution of 1947, at Ñu-Guazú AFB. Note the stripes on the fuselage and wings. The second person on the right is the Maintenance Chief of the Air Arm, veteran of the Chaco War, then Major MAM Agustin Pasmor. (Col. MAM Agustin Pasmor)



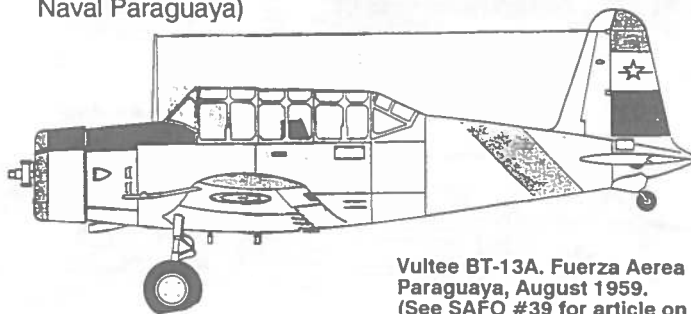
Vultee BT-13. Servicio Aeronaval de la Armada del Paraguay., 1959.

f. Some Revolutionary Air Arm's pilots and mechanics in front of a BT-13 (note the black "V" in the fuselage) in April 1947 at Concepción. (A.L. Sapienza Archives)

g. The last surviving Valiant, serial 0051, is seen here between a PT-19 and a T-6 at Ñu-Guazú AFB in 1979, during an Air Show. (Photo: Daniel Ferro)

h. Vultee BT-13, serial 0051, in the FAP cemetery at Ñu-Guazú AFB in 1990, previous to its sale in an auction to an American. (A.L. Sapienza)

i. One of the Paraguayan Naval Aviation Vultee BT-13 still carrying the Argentine serial 1-E-125 and its Paraguayan one NAVAL 125, flying over the Paraguay River in 1960. (Aviacion Naval Paraguaya)



Vultee BT-13A. Fuerza Aerea Paraguaya, August 1959. (See SAFO #39 for article on Latin American Vibrators.)

Exotic Lysanders, 1/48-scale decals. #4803. Max Decals, 67 Skreen Road, Navan Road, Dublin 7, Ireland. E-Mail: maxdecal@oceanfree.net. Web Site: www.geocities.com/Maxdecal.

Among the latest releases from Max Decals of Ireland is this 15 cm by 21.5 cm sheet of decals for the 1/48-scale Westland Lysander. National insignia, serials, and codes are included for six aircraft: (1) TT III 'V9817' of 3 Gunnery & Tow Target Flt., 8th AF (reverse Lend Lease), March 1944; (2) TT III 'T1445' K-K6-W, No. 755 NAS, FAA, 1941-42; (3) I 'Y513', No. 1 Army Co-op Squadron, Royal Egyptian AF, 1940; (4) I 'GF-L', No. 1 Army Co-op Squadron, Royal Egyptian AF, 1941 (special markings); (5) IIIA, 361 Grifo de Reconhecimento e Informacao, Portuguese AF, 1943; and (6) II '3106', Turkish AF, 1939.

The decals are sharply printed (even the small 'crown' in the outer ring of the Egyptian roundel is perfect clear), in perfect register, and with good color density. The 4-page instruction sheet provides side-view drawings of all the aircraft as well as top and bottom plan views where necessary. A full color version of the instruction sheet is available on Max's web site listed above.

An excellent sheet for a modeler wishing to do something unusual with his old Testors/Hawk kit. After you complete a Lysander in, say, Egyptian markings, you will have some Portuguese, Egyptian, and Turkish markings left over to use on another 1/48-scale kit of some other types of aircraft. A pretty good return for your money.

Exotic Lysanders Pt. 1, 1/32-scale decals. #3201. Max Decals, 67 Skreen Road, Navan Road, Dublin 7, Ireland. E-Mail: maxdecal@oceanfree.net. Web Site: www.geocities.com/Cape-Canaveral/Launchpad/6787.

Royal Egyptian AF; Portuguese AF; Irish Air Corps.

This sheet consists of an enlargement of the decals for two of the aircraft reviewed above (the Portuguese Lysander and the Egyptian Lysander 'Y513') and a new set for an Irish Air Corps machine. All the comments about the decals for the

former two aircraft apply equally well here. The Irish aircraft is '66' from the 1 Fighter Squadron with 2-color "boss" national insignia, tri-color wing tips, and black panther squadron insignia.

This is another excellent sheet with markings that can be applied to other 1/32-scale aircraft allowing up to three different types to be built in the marking of three different small air forces. A real bargain for those building up a collection of 1/32-scale small-air-force aircraft.

Exotic Lysanders Pt. 2, 1/32-scale decals. #3202. Max Decals, 67 Skreen Road, Navan Road, Dublin 7, Ireland. E-Mail: maxdecal@oceanfree.net. Web Site: www.geocities.com/Maxdecal.

This sheet provides 1/32-scale decals for three of the aircraft on the 1/48-scale sheet reviewed above: (1) 'V9817' in 8th AF markings; (2) 'T1445' in FAA markings; and (3) '3106' in Turkish markings. Since these decals are an enlargement of the 1/48-scale sheet, no further comment is necessary here, except that the small-air-force opportunities are less with this sheet than with sheet #3201, making it a little less attractive to the modeler of aircraft of the small air forces.

Fouga Magister Pt. 1, 1/72-scale decals. #3202. Max Decals, 67 Skreen Road, Navan Road, Dublin 7, Ireland. E-Mail: maxdecal@oceanfree.net. Web Site: www.geocities.com/Maxdecal.

If you thought Max's decals for the International Alouettes were a dream-come-true for modelers of the aircraft of the small air forces, this new sheet from Max will knock you socks off. Markings for nine different countries are included: (1) Irish AC Silver Swallows Aerobatic Team 1997; (2) Gabonese AF Presidential Guard; (3) Togolese AF; (4) Finnish AF; (5) Lebanese AF; (6) Katangan AF; (7) Bangladesh AF; (8) Moroccan AF; & (9) Luftwaffe 'Das Magister' Team 1961.

The sheet provides what appears to be a full set of markings for each of the nine aircraft. Besides national and squadron insignia, codes, and serial numbers, there is stenciling and warning markings for each aircraft although the African aircraft have

less stenciling than the European ones.

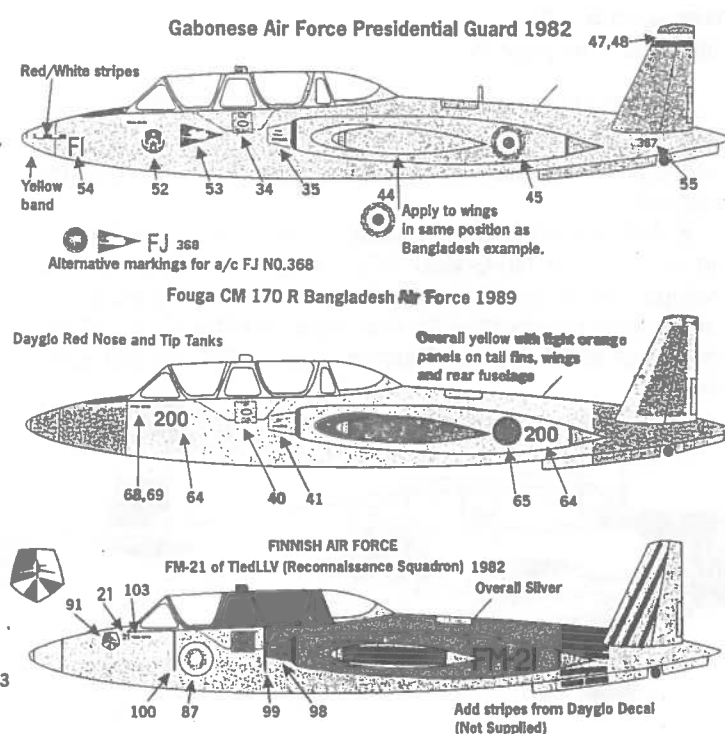
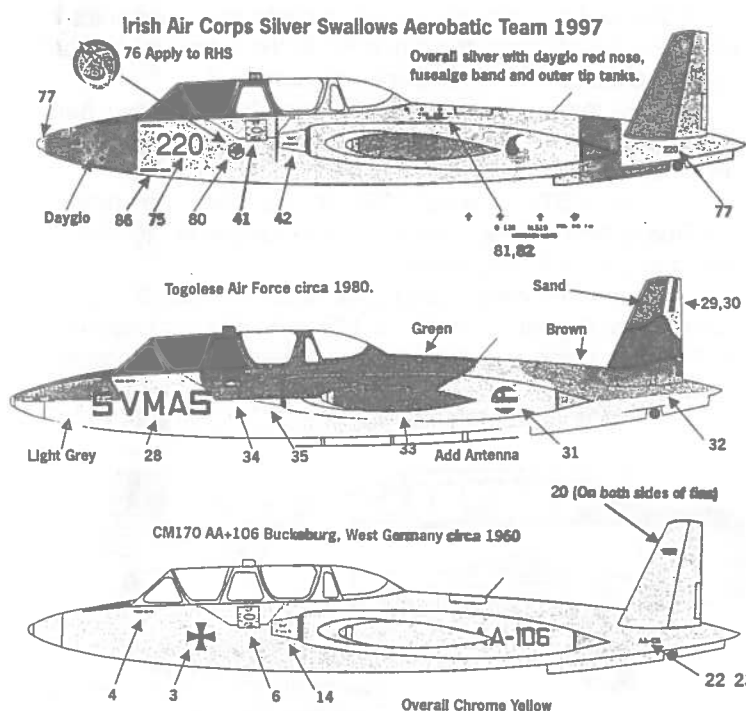
again, the printing is razor sharp with the stenciling, in the native language, readable and the squadron insignia clearly defined. The registration is perfect and the colors dense, as is the usual practice for Max Decals.

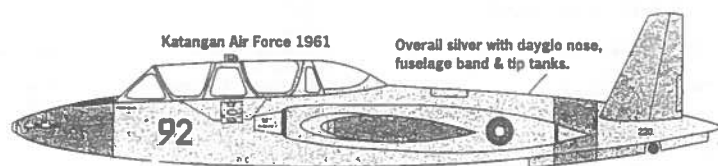
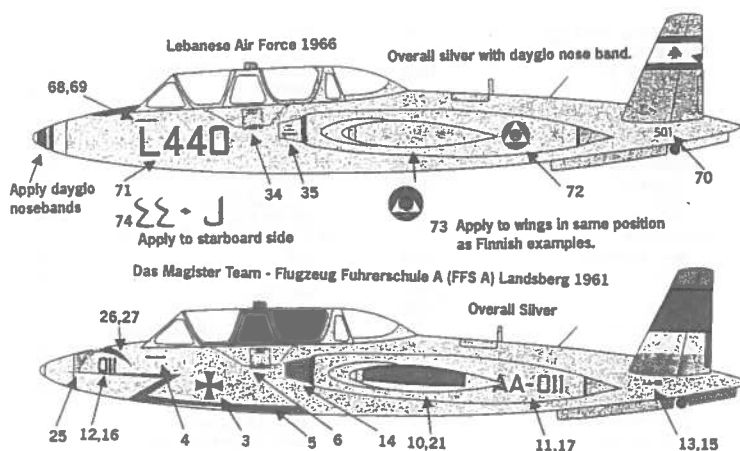
Particularly colorful is the Bangladesh Magister in a striking overall orange color with orange panels on the wing and tail surfaces and Dayglo wing tip fuel tanks. The Togolese, Moroccan, Lebanese, and Gabonese national markings will be most welcome by modelers wanting to add aircraft of these countries to their collections. Alternate squadron insignia and codes are provided to choose any one of five different Finnish, two different Gabonese, and two different German Magisters, although additional national insignia will have to be found in the "spare" decal box. The decals for the Katanga aircraft has special interest for Irish modelers since they are for the aircraft that strafed Irish UN troops on 15/9/51 at Luano during the Congo Crisis.

The modeler of the aircraft of the small countries will have little trouble deciding to get this decal sheet. The only problem will be how many to buy.

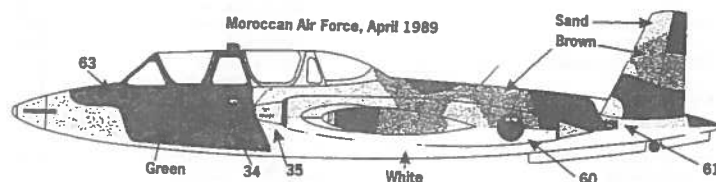
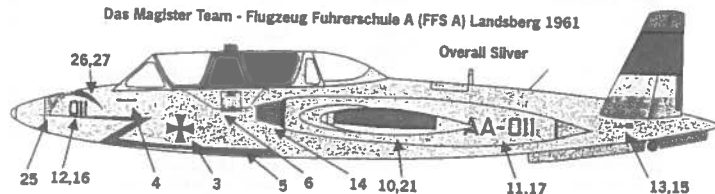
Fouga Magister Pt. 1, 1/48-scale decals. #4805. #3202. Max Decals, 67 Skreen Road, Navan Road, Dublin 7, Ireland. E-Mail: maxdecal@oceanfree.net. Web Site: www.geocities.com/Maxdecal.

The sheet is an enlargement of the 172-scale sheet reviewed above with only five aircraft included: (1) Irish AC Silver Swallows Aerobatic Team 1997; (2) Gabonese AF Presidential Guard; (3) Togolese AF; (4) Finnish AF (five options); and (5) Bangladesh AF. Since the quality is the same as described above, there is no need to comment further except to note that despite the smaller number of countries covered, this is still a great buy for anyone looking for decals to apply to 1/48-scale models of the aircraft of the smaller countries.





This aircraft strafed Irish UN troops on 15/9/61 at Luano during the Congo Crisis



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[Editorial Comments: The following letter brings up two points that I consider extremely important in helping the SAFCH expand its effort to promote international cooperation in researching aviation history and diffusing this knowledge to as large an audience as possible. The first is that there is a lot of people out there for whom English is a second language wanting to share information, but who are held back by the amount of work it takes to put their text into English. English-speaking SAFCH members with a working knowledge of another language could greatly help our cause by volunteering to translate articles for SAFCH members having information but reluctant to write in English. If you are willing to translate articles for SAFO, send me your name and I keep a list of translators that can be sent to members seeking help. A cadre of translators working in many languages would greatly increase the effective of the SAFCH.

The second point made in the following letter is one that I feel very strongly about. Material submitted to SAFO for publication should list the source of all information. Not only is this a courtesy to the original author or artist, it allows the reader to judge the validity of the information. Too much false information has assumed validity through constant repetition of an incorrect fact.

The following letter expresses these point better than I can. I've corrected the English to clarify the thoughts; the original letter was written with much difficulty with the English language.]

"Just a few months ago I was planning to write a letter suggesting that SAFCH members with a good knowledge of English and Spanish offer their service as translators of articles written by Spanish-speaking members with a poor knowledge of English. For years I have wished to help in the diffusion of Uruguayan aviation history in international publications such as the SAFO so that our history would be available to people outside of South America. But the English language is for me a barrier, my English is too poor, sufficient for reading and for writing basic letters, but insufficient for composing large texts. In five years I've only written about the Ro.37bis in Uruguay, an article that was published in SAFO in December 1996. This in spite of the fact that I have two historian friends who would be happy to collaborate by allowing SAFO to reprint translations of their articles published in 'Gaceta de la Aviacion' or 'Aeronoticias'. I suggest that fellow SAFCH members interested in this proposition offer to help other members to collaborating on translating articles and other data.

"To support the above proposal, I was planning to

include 3-view drawings of Uruguayan F6F-5 A-453 which I first drew for 'Gaceta' and later published in IPMS-Uruguay's 'A Escala'. The author of the text that was to accompany this drawing is historian Nelson Acosta who offered his text for SAFO nearly 3 years ago, but I was never able to translate it into English. The drawings and the text were available for publication 3 years ago, but English was a barrier for us.

Then, just at this time, SAFO #94 (July 2000) arrived with the article by Marcos Vinicius G. Teixeira on 'The Grumman Hellcat in Uruguay'. He did a good job in adapting my original drawing in a clearer presentation, but he made one mistake; the anchor on the lower surface should be in a position equivalent to the upper surface one. The propeller hub and the tip of auxiliary fuel tank are red. I don't understand the significance of the black object under the wing, no pylons were carried. The text is a good condensation of the work of Nelson Acosta. The original article was first published in 'Gaceta de la Aviacion' and was then reprinted in IPMS-Uruguay's 'A Escala' #4 April/June 1995 (which also included drawings of the uniforms used by ground crew and pilots by specialist Rafael del Pino).

"I am very happy that other people in other countries be able to use information from publications in other magazines, for this helps to the diffusion of our aviation history, but I think it is important to always mention the source and author. Mr. Acosta's hard work has been published until in an Argentine magazine without any mention of the source or author. IPMS-Brasil's only mentioned the source and SAFO only mentioned IPMS Brasil, both forgetting the contribution of Mr. Acosta who collected all the original data and credited his sources. [Ed: My mistake, I missed the mention of IPMS-Uruguay.]

"I'm totally open to sending data for future drawings to Mr. Teixeira who does excellent work for IPMS Brasil. I am also willing to collaborate with SAFO for the greater diffusion of knowledge of South American aviation history, but don't forget to credit the sources of information."

Eduardo Luzardo (SAFCH #1383), Picardía M.267 S.37, 91001 Barros Blancos, Uruguay.

"Just for the record re: The Journal of Military Ordnance as mentioned in the April issue. The issue cited was the November, 2000: Volume 101 No. 6. The three photos on page 12 were in color as was the one photo of the F103E (Mirage iii EBR) on the back cover. All the other photos were black and white. For Buffalo fans: A review of Fighting Firsts: Fighter Aircraft Combat Debuts from

1914-1944 (Cassel & Company, London 1 20001 \$27.95) in the July 2001 issue of Aviation History features a reproduction of Jerry Anderson's painting, Knights of the Northern Sky illustrating a flight of three Buffalos in Finnish markings. A nice painting.

"Scratch One Kiwi! or those who study the past are condemned to repeat it. In a move tantamount to universal disarmament, the left-of-center government of New Zealand will retire that nation's aging fleet of 17 Douglas A-4 Skyhawks (and a small number of TA-4 trainers) and a similar number of Aermacchi jet trainers. The decision leaves the New Zealand Air Force with a small fleet of transport and patrol aircraft that includes C-130s, P-3Ks, two 727s, and UH-1H and Westland Wasp helicopters. The Air Force will also lose about 700 personnel. The decision leaves the small island country essentially without any air defenses or aerial combat capability. The current government faces a general election in 2002 and the opposition party has stated that if elected it would reverse the decision.

"Small air forces on-line: SAFCH members with internet connections might be interested in a free, daily on-line Newsletter called Defence Systems Daily. Available at <http://defence-data.com>, the service provides current information about the air forces and other military services world-wide. There is frequently information not only about changes in force structure and aircraft use, but also about modifications, weapons and systems changes, retirements and purchases, basing and operation use. The service also provides superb analysis of military, economic, technological and geo-political events. And, even better, it is free."

Thomas Wm. McGarry (SAFCH #950), 21 Davinci Street, Lake Oswego, OR 97035-1309. E-mail: twmflak@teleport.com

"I recently toured the Weeks Air Museum in Miami. Low and behold I was caught by surprise when I saw an A-26 in Cuban colors. See the enclosed photo. All the information I was able to obtain was that it is a restoration of an actual Bay of Pigs veteran? The restoration was performed by Fidel Borges, Francisco Candeli, Roberto Garcia, Evaristo Gonzalez, and Victor Perez Gil. The restoration was completed and/or dedicated on April 15, 2000. Perhaps our fellow subscribers would enjoy seeing the photos." (Ed: These photos are on page 71.)

J. L. Gutierrez (SAFCH #1207), 12740 S.W. 47th St., Miami, FL 33175-4622, USA.

